The Sea People / SAILORMAN

No 17

March 1992

Jim's Column

According to the Independent newspaper this morning, the CBI (Confederation Of British Industry) is still forecasting economic doom and gloom.

For the last ten years my main space has been in Britain. Britain does seem to have screwed up it's economy better than most western countries. Nevertheless, according to our builders, America, Australia, and New Zealand are also having a hard time, and the heartlands of wealth like Germany, France, Holland, and Japan are aware that the era of the "golden 1980's" is at an end.

I, like many others, never trusted or liked the "golden 80's". It did not seem logically possible to go on forever with fast economic growth. So much of the money around seemed to be based on paper values – like in British house inflation. There seemed to be more greed, more "grab fast" attitudes around.

Yet I, too, held out my hands, happy to enjoy the financial plenty.

The "golden 80's" ruined yacht design sailing philosophy and, in the end , a large number of the world yacht builders.

The sponsored boat (other people's money) to the edge (and sometimes over) of destruction to win races and gain glory for his/her sponsor.

Easily obtained borrowed money enabled aspects of this image to be taken up by thousands (usually new to sailing). Yacht design, yacht styling, yacht equipment,"developed" or "modernised" to produce "Performance", "Simply the Best" and "Luxury" boats.

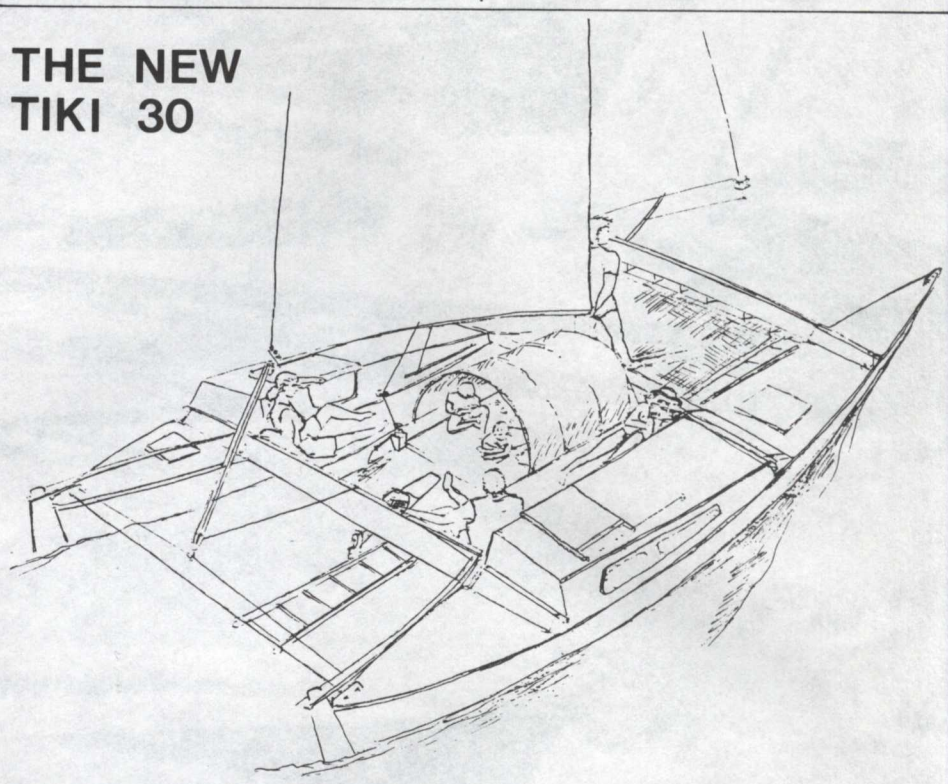
Now these boats are being almost given away, and the society that produced them is reeling with economic bankruptcies.

During the 1980's, the concept of self building a boat ie first buying a set of plans, then spending as much as one could afford from one's salary on materials and working sometimes for years on the project, seemed a most outdated idea – but it now looks like the best way for the 1990's.

Fortunately, our 63' GAIA is nearly finished. It will be sailing this summer. Of course, we are all excited. We lie awake at night dreaming about where to sail, then get frightened that some catastrophe will prevent a successful launching and initial sailing! You will all know what I mean.

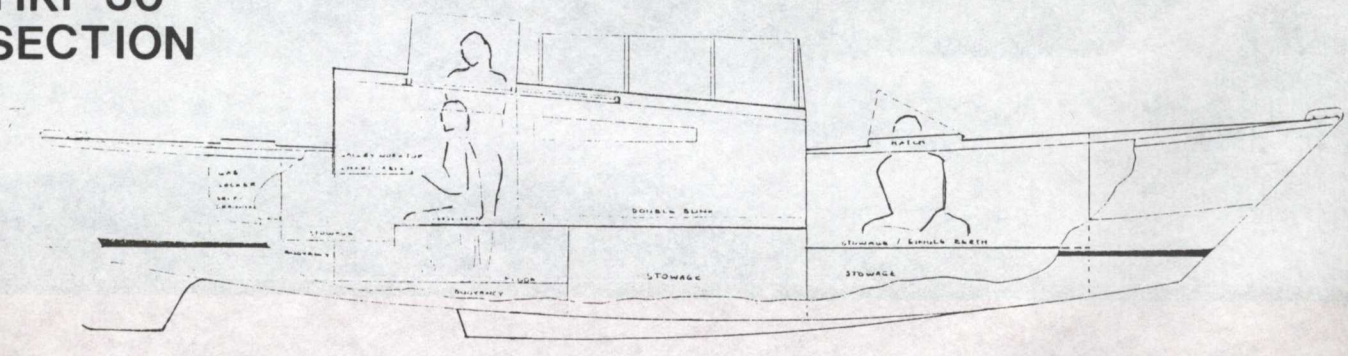
One clear use for the GAIA is to find a place with peace and solitude to reflect (probably up a Northern Spanish ria). I have been giving some thought on how to develop more economical boats for the financially stringent 1990's. Now do not chase me for ideas. They will take time to work out, but I think that it might be a good idea for the PCA in general to start a "think tank" with ideas suitable for the difficult financial world of the 1990's. Perhaps a good starting point is to look at how we used to build and fit out our boats before the Yuppie 1980's. To me, the most important point is to go sailing –not to impress the neighbours.

THE NEW TIKI 30



The TIKI 30 is designed as the largest practical trailer sailer. Weights have been kept down as low as possible by careful design and the TIKI 30 will be similar in towing characteristics to the larger caravan. One of the TIKI 30 features is a "roll up" tent/shelter which can be left up while sailing; in harbour this can be expanded into an awning/deck cabin. The TIKI 30 is only available through Wharram Build (there are no plans for home building) Details from James Wharram Designs, Greenbank Road, Devoran, Truro, Cornwall TR3 6PJ, UK, tel 0872 864792.

TIKI 30 SECTION



The Sea People

The Magazine of the Polynesian Catamaran Association

SAILORMAN

contents

SEAMANSHIP

Anchoring and Mooring Part 2 — 4

Anchoring, some thoughts compiled by Andre Viljoen — 7

BUILDING — 8

Modification to a PAHI 31
by Simon Tytherleigh

AGM REPORT — 11
by Chris Sands

MEMBERSHIP LIST — 12

PCA MEETINGS — 17

Small Ads — 18

MEMBERSHIP RENEWAL FORM! BACK PAGE

EDITOR'S NOTE

This is the first of our new Spring (Northern Hemisphere)/ Autumn (Southern Hemisphere) magazines which includes the AGM report and the PCA Membership list.

Good news from Chris Sands who tells me our membership levels have risen overall, although the number of members from the USA has fallen. This fall might be due to problems with subscriptions, caused by us asking for sterling pound notes. We can now accept US dollar notes etc. (details on back page, but note non-sterling checks are still unacceptable). Please pass the word around.

A healthy number of UK meetings are advertised and we can expect similar meetings in the USA, Australia, and Canada. Keep in touch and we will print reports in "News from Sea People".

During this year's AGM, various members brought along videos of their sailing adventures. It struck me that this would be a good medium for keeping in touch with our world wide membership. Anyone who can edit videos or produce them get in touch with me and we can arrange an exchange between countries.

James has mentioned a PCA "think tank". One area I want to explore in coming issues is "self built housing". We have some interesting books to review on the topic and I know some members have built homes and boats. If you are one please write in. We can think of those living "low impact life styles", Martin von Jena, John Bellanger, John Heath and Glen Tieman to name a few; how about your thoughs?
Keep writing
André Viljoen

The Sea People has been edited by André Viljoen with assistance from Adrian Honeybill and Anne Kennedy.

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COVER PHOTOGRAPH – Polycats moored during 1991 UK Summer meeting. Photo Chris Sands.

Anchoring & Mooring

THE FINAL PART OF AN ARTICLE RECEIVED BY STEVE TURNER. PART ONE APPEARS IN SEA PEOPLE No 15 MAY 1991

Anchors

1 Plough (CQR)

- best all round anchor, especially for free anchoring
- good for mud and sand
- bad in even light weed
- does not tangle on its own chain

2 Danforth

- large surface area gives it good power
- great for light to medium weed
- good for anchoring in 1 direction ie in a blow or stern anchoring eg the Med.
- tangles on the horns badly in free anchoring

3 Bruce

- OK for free anchoring
- good for weed and mud
- bad in light weed
- may tangle a fluke with its chain

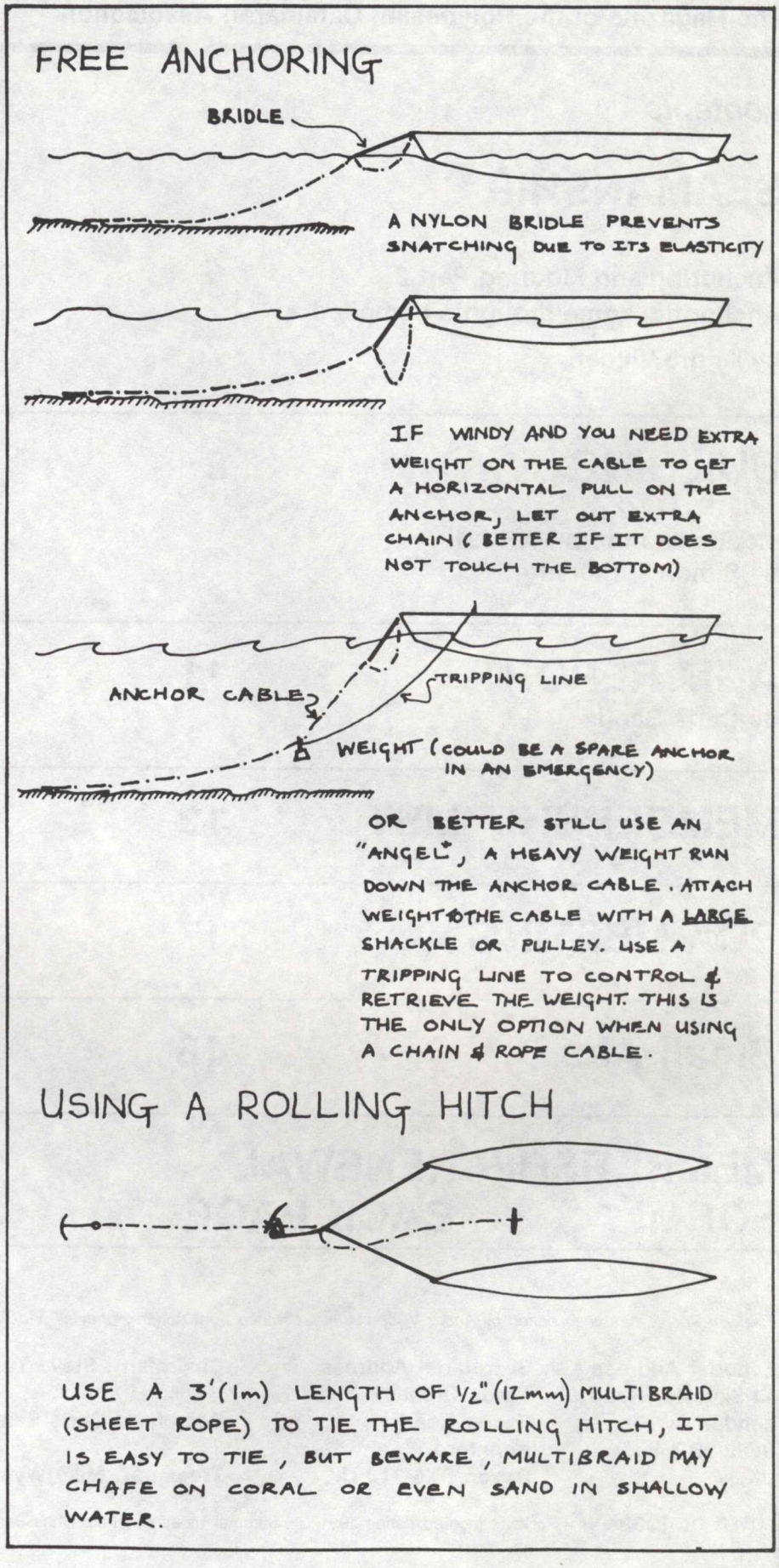
4 Fishermans etc

- good in weed & rock & coral
- bad in mud and sand – slow drag if overloaded
- tangles in free anchoring– badly

Anchoring a Cat

1 Free Anchoring

- Always use a bridle (without a bridle it will swing 120 deg.) – to reduce swing and anchor loading
- Bridle – 2 lenghts of 15' (5m) by 10mm nylon rope, one attached to each bow permanently (include anti chafe hose around the rope). (Or 1 length 30'(10m) long with a loop in the middle)
  - attach to chain with a chain hook or rolling hitch
  - attach to rope with a rolling hitch
- After attaching bridle let chain



go loose and always tie chain off onto sampson post or similar.

Using a tripline on the anchor – when it is snagged

Problems – if tide rises, float may actually help pull the anchor out
– if use floating rope instead of a float it can snag other boat's props or keels
– fisherman may pull it in to see what's on the end
– may tangle round your own boat.

So use only if
– it looks like a rubbishy bottom and coral.
– if there is little traffic
– if the boat is not swinging ie with stern anchor or steady wind

2 Bow & Stern Anchors

– Good in rivers or tidal bays to reduce wind/tide swinging
– good to fit into a small place

–Bad if wind is from the side due to heavy loadings.

Technique

– Motor or sail in, dropping the stern anchor on a long line motoring into the wind (or current whichever is the worst) then – let go the bow anchor drifting back and pulling in the stern line – then attach bridle ropes with a rolling hitch (easier from the dinghy)
– Or drop bow anchor and row stern anchor out in the dinghy.

3 Bermudan Mooring – (almost as good as a mooring)

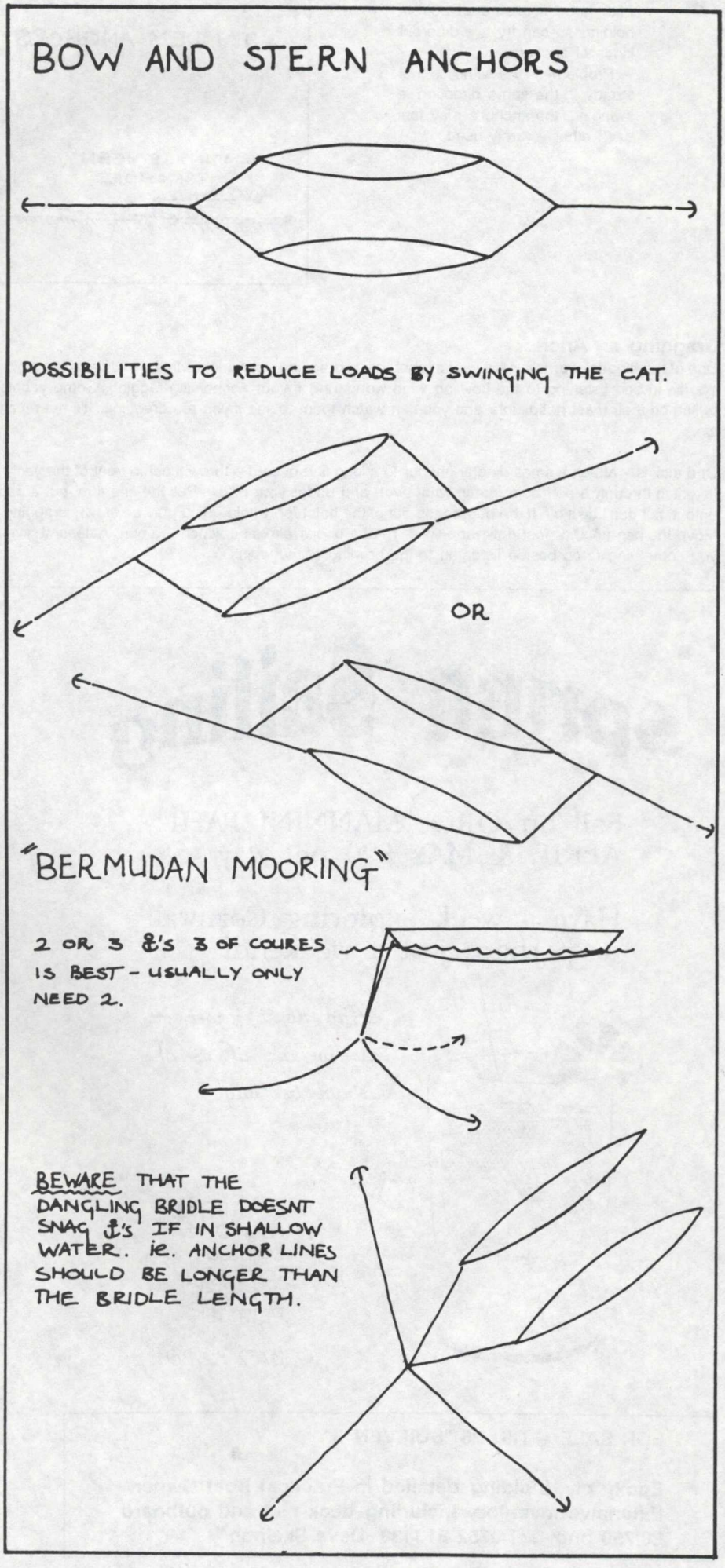
– Good for wind/tide
– Good for taking up little room
– May cause a problem if everybody else is swinging free.
– Makes it difficult for other boats to pick up your anchor with their's (because your boat is often over the top of your own)

Technique

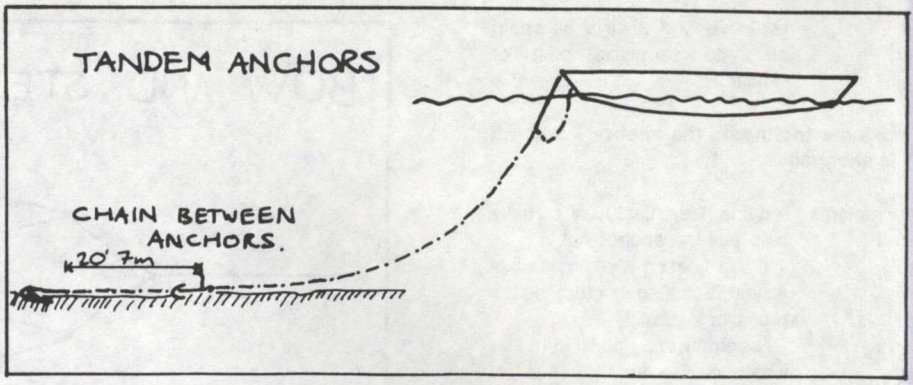
– A little more mucking around –drop the bow anchor and row the others out–drop the stern anchor on a long line, then walk stern line around to the bows & attach with a rolling hitch to the bridle, taking excess line onto the boat.

4 Tandem Anchors

– Seems to give real power as 1st should be held down by



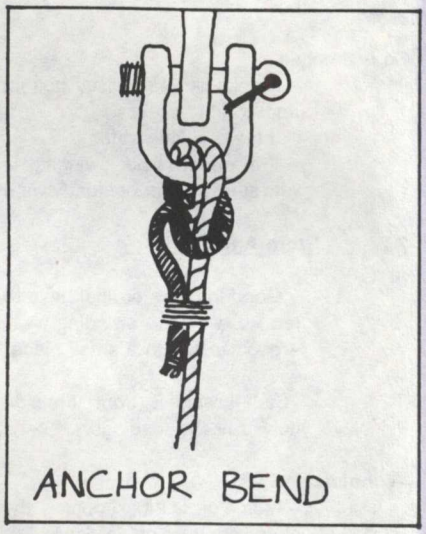
2nd, good if unsure of bottom holding so can try two different kinds of anchors.
– Problem–if the wind is not steady in the same direction ie swinging, the anchor's may foul each other – rarely used.

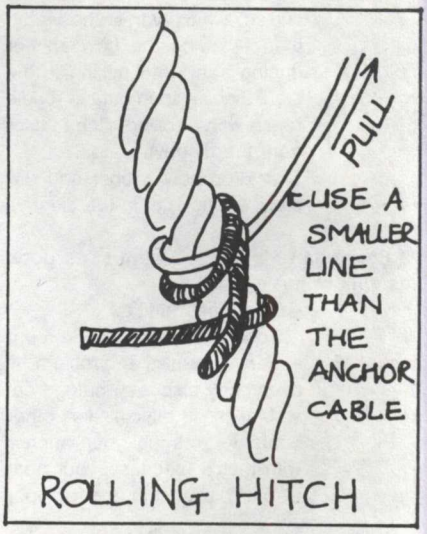


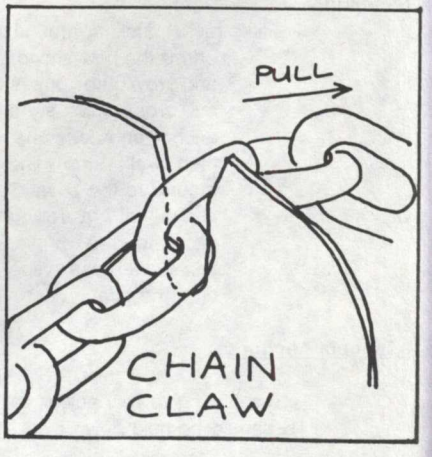
Dragging an Anchor

One of the biggest worries in a windy anchorage is dragging your anchor in the middle of the night. You lie in bed listening to the howling wind wondering if your anchor is dragging. Some yachts switch on their mast headlights and you can watch them to see if you are dragging. It's not much fun.

One trick is – attach a small dinghy anchor to a long line of cord – throw it out in front of the yacht, take it in through a port hole /hatch what ever, and under your pillow. Pull the line firm, put a peg onto it, but don't tie it off. If the peg heads out of the hatch/port hole – you may be slowly dragging. Move the peg another foot down the line – read a book, relax and watch the peg. At least it gives you something to do beside listening to the howling of the wind.



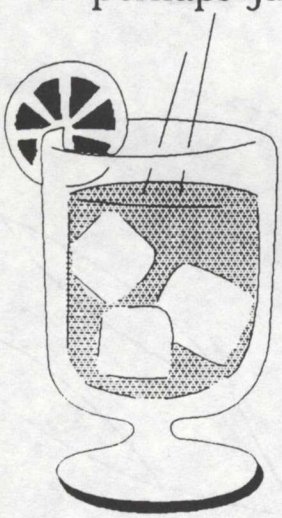




spring Sailing

Sail on ORO "MANNINI PAHI"
APRIL & MAY £20 per day

Have a week exploring Cornwall or perhaps just a weekend?



And don't forget we are on the Rias of Spain in July!

Cheers!

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FOR SALE – TIKI 26 "SUILVEN II"

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Anchoring

Some additional thoughts compiled by Andre Viljoen

The following quotation is taken from "In the wake of the Sailorman" (Compiled and published by the PCA in 1978):
"Anchoring:
Being very light for their overall size, multihulls will behave in a more lively manner when at anchor or on moorings than the surrounding monohulls, which are heavily ballasted. Even the heavier multihull, like the Bobcat will be seen to move in light breezes. It is not surprising, therefore, that much thought has been given to anchoring, especially, when in close proximity to other craft in a crowded anchorage,by the Polynesian Catamaran owner. The combinations of shallow draft, high widage and low tons per inch of immersed hull is the cause of this liveliness and there are a number of reports in the Sailorman of various experiences and recommendations."

The above reminds me of a couple of nights spent in La Coruna after crossing the Bay of Biscay in Anna Blume (PAHI 26). The harbour became quite crowded as a regular procession of yachts arrived, all travelling South. Anna Blume's anchor cable consisted of 8mm chain followed by nylon warp, the recommended scope (length) for such a composite cable is 5X the depth of water at high water. Many monohull cruisers arriving carried an all chain anchor cable, and these require a scope of only 3X the depth of water at high water, when anchoring. Clearly with composite cables requiring 40% more cable, there was the potential for trouble. Even when I could see whether adjacent yachts were lying to chain or cable, it was impossible to know how much they had actually veered.

In my case Anna Blume managed to wrap her cable around an adjacent monohull's cable, by a full two turns, without anyone noticing what had happened. I only became aware of our predicament, by noting how, irespective of wind direction, we always lay astern of one particular yacht. The crew of the yacht to which we had attached ourselves were very "laid back" about it all, preferring a good nights sleep to untangling our cables.We spent a still night, tied alongside our companions before attempting to unravel ourselves.

Why were we lying in such a crowded anchorage? Well I had just had all my cash and plastic cards stolen and had to be near a particular telephone for a couple of days. There were many occasions when sailing down the Portugese coast that options for anchorages did not exist, due largely to the great number of boats making the same passage. Tying to the "Bermudan Mooring"described above may be the answer.

What weight anchor should one use?

When considering anchors remember that anchor shape/design and the type of sea bed are, within reason,as important as the anchor's weight. Eric Hiscock in "Cruising under sail" recommends that no cruising yacht should be without an anchor of 35 lb (16 Kg) in weight. His reason is that when anchoring in heavy weed a lighter anchor may never reach the sea bed.
For those of us cruising small, light catamarans a 25 lb (11Kg) CQR would normally be considered adequate, see table below.

Anchor Cable

Chain forms the best "anchor cable" as its weight causes the chain to lie along the sea bed providing a horizontal pull on the anchor, encouraging the anchor to dig in. The weight of an all chain anchor, additionally acts as a shock absorber, by slowly pulling tight when a gust or wave hits the boat, thus minimising shock loads. Due to the weight penalty, very few multihull sailors carry an all chain anchor cable. Most carry 1 or 2X the boat length of chain, which provides a near horizontal pull, and then use nylon warp. Nylon's ability to stretch under load, makes it ideal as the "rope" in a composite anchor cable. It is essential that any part of a rope cable sinks (as Nylon does), keeping the cable away from passing boats and not having the cable attempt to lift the anchor!

Never use rope which floats, as an anchor cable. Always use short link chain in your anchor cable, it resists forming kinks which can "burst" the cable apart.

Hauling up an anchor

Beware of damaging your back and fingers! Use the weight of your body and leg muscles to haul the line in, do not use your back. Anchor winches are near essential on long distance cruisers over 30'(10m) if there is a lack of person power on board, a handy billy can be used in emergencies to pull the warp up, bit by bit. (Use a rolling hitch to attach the handy billy to the anchor cable.) I find the difficulty of hauling the anchor cable by hand is not pulling it in, but stopping the cable from running back out. Have a cleat handy for the rope and when it comes to the chain, a chain claw (see opposite) is the simplest option. Position the claw so that the chain can be dropped into it at the end of a heave.

If you have an engine, running it slowly ahead can make a tremendous difference when raising an anchor in a blow or one which is stubbornly stuck!

Here is a table of anchor weights published in "The Wake of the Sailorman". These figures were the recommended minimum weights for high holding power anchors (eg CQR, Danforth) conforming with the 1978 Multihull racing rules. The figures in brackets are those recommended in "Multihull Seamanship" – by Michael McMullen (1976).

LOA of Multihull		Main Anchor		Chain Size	
10'–25'	**3m–7.6m**	20lb	(20lb)	8mm 5/16"	(1/4")(6.4mm)
25 –30	7.6–9	25	(20)	8 5/16	(5/16) (8)
30–35	9–10.6	30	(25)	9.5 3/8	(3/8) (9.5)
35–40	10.6–12	35	(35)	11.1 7/16	(7/16) (11.1)
40–50	12–15	45	(45)	11.1 7/16	(7/16) (11.1)
50–65	15–20	60	(60)	12.7 1/2	(1/2) (12.7)
Over 65	Over 20	75	(75)	12.7 1/2	(1/2) (12.7)

Building

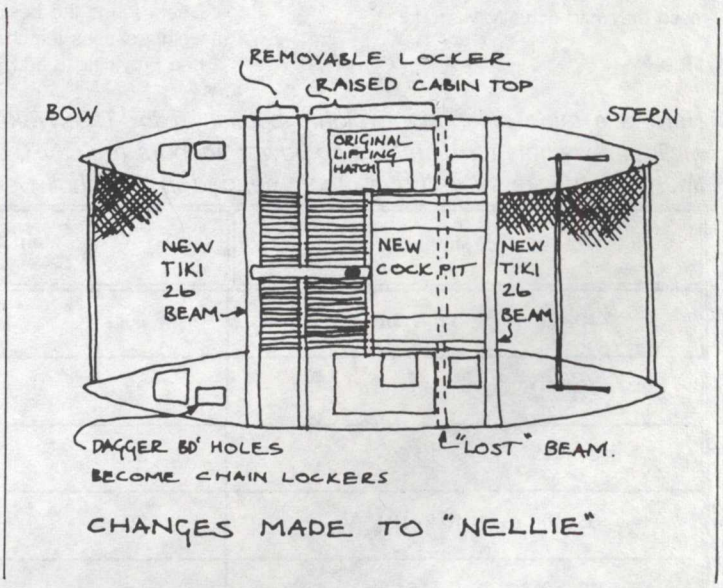
Simon Tytherleigh has sent us the following account of modifications being made to his PAHI 31. He covers a number of points, entry to cabins, head room, cockpit layout and vortex generators. Many of his comments have been made by other PAHI 31 owners, so lets hear or better still see, any other solutions or different points of view!

It had always been our plan to sail our PAHI 31 for a season, then lay her up for the winter and complete all the minor details. That way we could get to know her good and bad points, and make a few alterations if necessary. But one thing just seemed to lead to another.

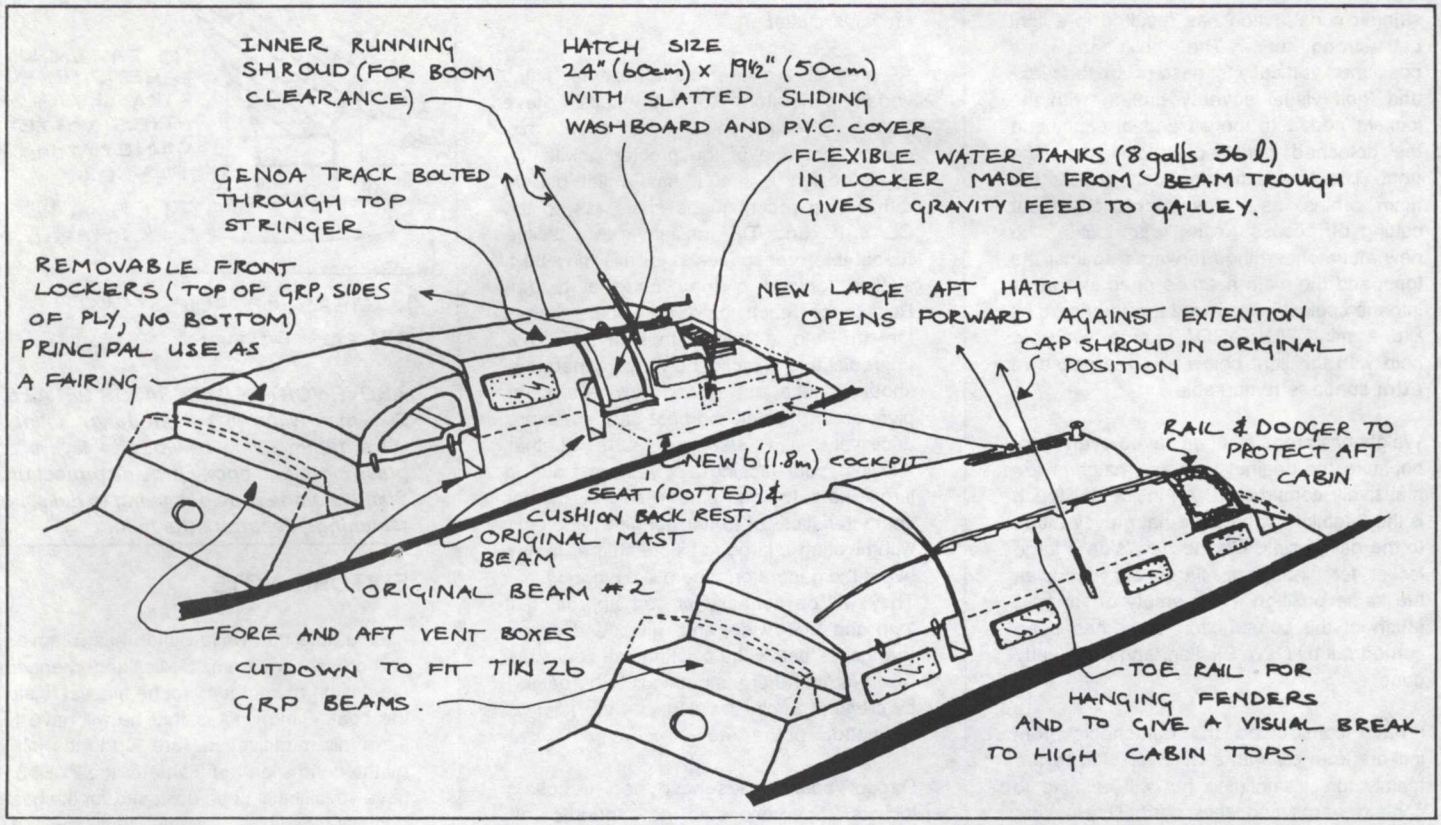
Alison and I bought "Nellie" as a part finished project, rather like fetching a stray from a dogs home! Most of the heavy labour had been completed, but she had not been fitted out below and had no rigging, steering, engine etc. I had finished only the essential details during the winter of 89/90 in a mud berth at Axmouth. We slapped on the antifouling and sailed away into the teeth of a force 8 gale (but that's another story). "Nellie" was taken out in everything from a gale to a flat calm, and proved herself to be, basically, a very likeable boat. She sailed quite well, and we particularly liked the feeling of security she imparted. But a number of features we found a nuisance; the double cockpit, the lack of protection from weather, the inner shrouds, the main hatches. (These hatches seemed to have been expressly designed to tip water straight onto the chart table or cooker!) Standing headroom would have been appreciated, but the Dormobile-style lifting lids were very cumbersome and not much help in harbour because they made access to the cabins nearly impossible for all but contortionists. The aft cabin hatches were simply too small and badly positioned. Overall the boat felt rather sluggish, even though she was not heavily loaded, with the result that we used the big drifter in higher windspeeds than we ought. Of course the inevitable happened, and the small rip has now been repaired!

The list of "minor" alterations suddenly seemed huge, and after much head-scratching and doodling, helped by some first-class ideas from Steve Turner, we decided to take the plunge into some fairly radical rebuilding. The major structural change is the loss of the third main beam, the one which divided the cockpits. I was dubious about throwing away what seemed to be such an essential part of the boat, but was reassured by Steve and others that we really could junk it without endangering our lives. At about 140 pounds each, these beams represent a considerable proportion of the boat's overall weight, and the PAHI 31 has four of them, plus a mast half-beam and two netting beams.

It was decided to replace the front and back beams with composite ones - TIKI 26 beams to be exact. Tests have apparently shown that these lightweight (70 lb) beams



Above - Photograph showing "Nellie" (PAHI 31) before any alterations where made .
Below - Plan indicating the extent of changes made to "Nellie".



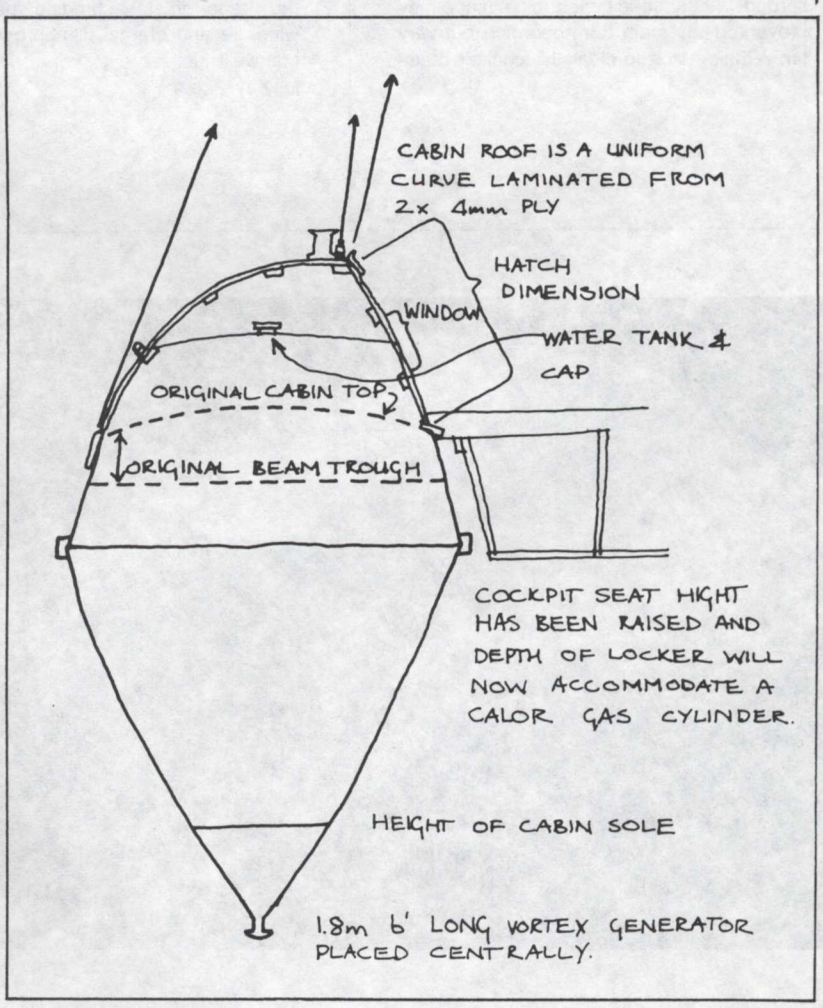
Above – Sketch showing proposed canges to "Nellie's" cabins. Note how Genoa sheet now clears the main cabin hatch and the cut down vent boxes.
Below – Setch section indicating construction.

are just as strong as their heavy, labour-intensive wood counterparts. Saving a further 140 lbs was another incentive to replacement. If next year the beams do not seem up to the job, it will not be difficult to fit tougher ones. Fitting the new beams entailed cutting down the existing vent boxes to the level of the beam troughs to provide a platform. the vents are now a little lower, there is an extra step for access fore and aft, and to my eye the TIKI beams look very smart. The second main beam and the mast half-beam remain as before, as does the fore-and-aft beam for the mast step.

The new cockpit is six feet long, giving quite useable berths when the cockpit tent is erected. It has also deepened slightly to accommodate gas bottles, and the tops now extend right against the hull sides. The infuriating backrests that hit you just where it hurts are gone forever, as is the risk of water shooting up between the hull and cockpit in a big sea. The cockpit itself is now higher overall in relation to the hulls, although its bottom edge is in the original position. This is to aid visibility.

We originally opted for wheel steering because we like it and it gives us somewhere to put the compass and fit a cockpit table, so a new pedestal now graces the boat, positioned so the helmsman can sit comfortably on the back beam or on the side seats, or even steer with his toe whilst flat out!

The cabin alteration was in the spirit of "one solution for several problems". The illustrations show the profile we arrived at to give a good seat-back, keep the windage down, and give head clearance centrally where most needed. Laminating 2 thicknesses of 4mm ply over the frame and



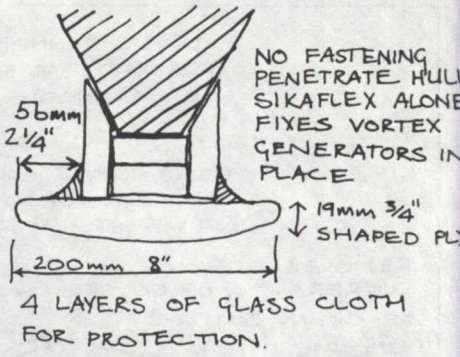
stringer construction has resulted in a light but strong unit. The bulkheads are positioned vertically for ease of construction, and their visual severity broken with the lockers added to the aft end of each, and the detached fairing-cum-locker on the front. The roof extension only covers the main cabins, as I was concerned about cutting off access to the rear decks. The new aft hatches hinge forwards against the tops, and the main hatches open sideways into the cockpit - much safer and drier, a bit like a mini TANGAROA. Large windows help with the light below and the sense of extra space is remarkable.

Weight has probably been saved even here, because the original tops and hatches are massively constructed. An incidental touch is the 8-gallon water tank that gravity feeds to the galley sink. On the nav. side a large locker for binoculars, flares etc. occupies the same position - the empty beam box. Much of the construction work has been carried out by Dave Skellon, and excellently done.

I have constructed the detachable front lockers from ply with a GRP top. These are mainly for streamlining but will be able to contain warps and deck stuff. The lockers have to be portable for access to the beam underneath, so they will not be waterproof. Genoa track positions are along the top of the roofs, with the winches behind. The lower shrouds are also led to the edge of the roof, and they will be made into running shrouds, because in their original place they prevented the main from booming out very far. All this helps to clear the cockpit of its previous clutter.

At present we are contemplating fitting vortex generators to both hulls. Steve Turner is quite enthusiastic about this, stating that one of the problems with the PAHI design is that it has a flat bottom rather than a continuous curve (as on the CLASSIC and TIKI designs). A possible (debatable) consequence of this may be a shifting forward of the Centre of Lateral Resistance each time the boat pitches forward into a wave, thus making her unpredictable to tack. The vortex generators should reduce leeway and provide a better pivot around which the boat can tack more decisively. I'm just not sure whether "Nellies" poor tacking last year was due in large part to my unfamiliarity with her characteristics, or to her genuine problems with pivoting a large flat Vee-shape. in any event the generators seem like a good idea. They will be centrally placed approx. 6 ft long and 8-9" wide, and will extend only a few inches below the existing oak keel strip. It seems that there is nothing to be gained by creating a mini low aspect-ratio keel on the bottom of the Vee.

Dagger board holes have become chain lockers. (Everyone said the daggerboards were more trouble than they were worth.) The tiller arms will now have some toe-in to help tacking. And "Nellie" will have a proper rub-down and two-pack poly paint job. She will end up about 500 lb lighter than before, and a much more comfortable boat. I know the trade-off for standing headroom is windage and eternal disapproval from JW, but we'll just have to cope with the extra leeway.



ABOVE VORTEX GENERATOR DETAILS. 200 mm wide (8") 1.8m long, shaped from 19mm (3/4") plywood. 4 layers of glass cloth and epoxy provide protection. Sikaflex alone provides fixing to hulls, no fastenings penetrate the hull.

EDITORS NOTE

Please note that while Simon has removed one crossbeam from "Nellie" and changed the design of another two, he has yet to sail the boat. Simon notes that he will have to see if his modifications are "up to the job". All the beams on the plans for the PAHI 31 have specifically been designed for the boat and its loadings. Clearly any changes should be made in consultation with the designers.

A number of members have noted that the hatches to the main cabins of the PAHI 31 are awkward since they require some "clambering" when about to enter. The Genoa sheet can obstruct entry and if spray is being blown across the boat, it gets dumped on the chart table. It might be that modification of the cockpit seat alongside the hatch and a guard rail or folding pramhood would provide easier access and more protection, without the need for major re-building.

It is interesting that James and Hanneke have made the same flush cabin top hatches on their own new PAHI 63 as those designed on the PAHI 31. These hatches do have some important advantages, in that they are quick to open and close, strong, and eliminate the need for washboards. Once washboards are in use the tendancy is to leave them out, making it easier for water to get below. Whatever hatch type you use an area of about 1m² will always be wet or damp below it in bad weather and this fact needs to be considered when arranging your gear below decks.

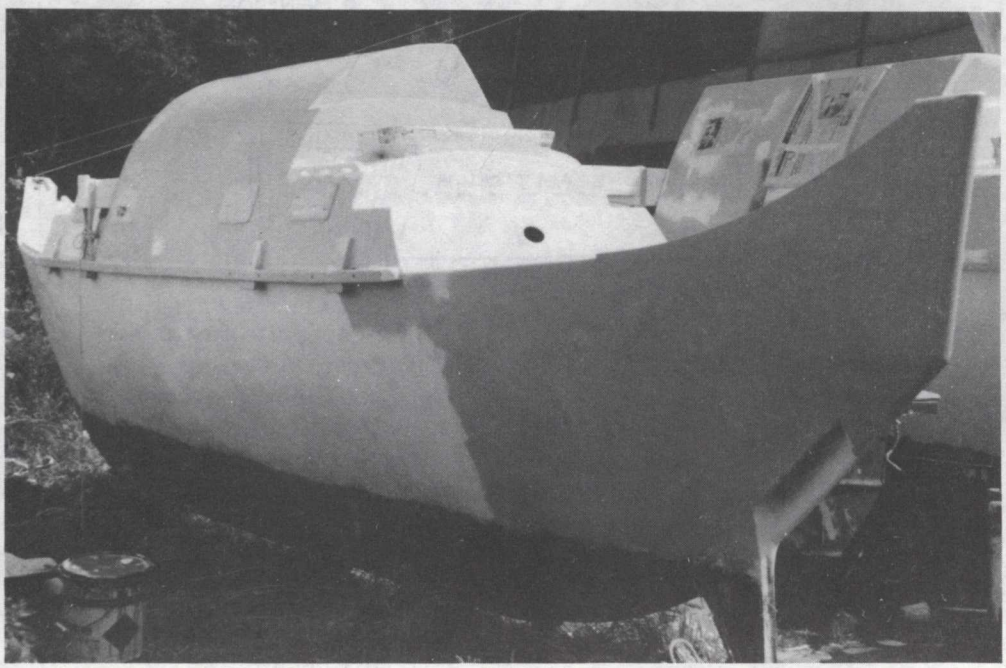


Photo left.
Modifications underway. Nellies port hull showing the cabin extensions. Some visitors say she bares a remarkable resemblance to the Sydney Opera House.
Photo - S.Tytherleigh

PCA AGM Report 1992

The Annual General Meeting of the Polynesian Catamaran Association was held on Saturday 11th. January at TDA, No 3 Thames Side Centre, Kew Bridge Road, Brentford, Middlesex, London and was attended by approx. 45 members and guests.
Chairman. Steve Turner welcomed them to the meeting, the minutes of the last meeting held in 1991 were taken as read and there were no matters arising from those minutes.
Treasurers Report. Mike Wynn then read the following report:

"This has been a distinctly difficult year. The problem has been that the cost of printing which had been going up for years finally caught up with us. This was combined with a lot of late renewals of membership and at one time we were unable to pay our bills and had to ask for a few weeks grace.

Let me explain what happened. The first printing bill that I paid was for Sea People No.9 and cost 700 pounds for 24 pages. The bill for Sea People No.15 was 1440 pounds for 36 pages, an increase of about 50%. Postage was uncontrolled and cost about 200 pounds an issue. Two issues like that a year plus the membership list would cost 3500 pounds a year. We sent the last magazine to 375 members whose subscriptions would raise 3150 pounds. This situation obviously could not last.

What we have done is to cut the costs producing the magazine drastically by typesetting ourselves. To be more exact Adrian Honeybill offered to do it and in my opinion did it extremely well and I would like to record my thanks to him. We also tailored the size of the magazine to the limits of the postal service so that we can send 3 issues a year for the price of two. You will still get 60 pages a year but they will come in 3 installments; your news will be more up to date and we save the considerable expense of sending mailshots because we can send 20 pages for the same price as one.

This makes considerable savings. The cost of printing and sending No.16 was 510 pounds compared with 1600 pounds for No. 15. My own suggestion following Steve Turner is that we should try to increase the size and quality (more photos mainly) of the winter issue and leave the other two a year at the size and format of No.16. To do that at the sort of price we managed for No.16 means a lot of typing done ourselves and it would be unreasonable to expect Adrian to do it all. Can I appeal to anyone who has Wordperfect on a Wordprocessor to offer to type up an article or two and to send on the disc to Adrian for formatting.

Later today Andre will propose an increase in subscription to a flat rate of 10 pounds for all. It seems to me a reasonable figure that will keep the association on it's feet for a number of years. I would like to commend this resolution to you. This time the increase will have to apply to members with standing orders so I would once more like to appeal to as many UK members as possible to sign up. It makes life a lot easier for me but more importantly it means that the subs come in on time . Without them this year we really would have been in queer street.

Lastly, I seem to have caused some confusion and distress by asking for 10 pound notes last year. At least some of you have now discovered how expensive it is to change money! The important thing is that it is cheaper to change cash than cheques – any sort of cash! The more we have of one sort the cheaper it is so we prefer UK, German, French or US currency. Postal orders don't seem to work, Eurocheques do."

Secretary's Report. Chris Sands reported a world wide membership of about 370 at beginning of 1992. Membership records are now going on a computer data base, which he hoped would make record keeping, membership lists etc. a much easier task to keep updated. He did comment that at present he was going through a learning process with his computor so don't expect instant results. The membership data base will be able to produce post labels for membership mail outs to make the despatching of the Seapeople much easier, but please advise him of any mistakes on postal address to allow him to correct them. Please forward your subs. at the your earliest convenience as a lot of time is being spent this year chasing up members who have inadvertantly let their membership lapse this takes a lot of time and costs money.

Sailing Secretary's Report. Dave Hender (Racing). Dave sent his aplogies for absence and suggested anyone looking for a entertaining account of our '91' racing activities need look no further than the Secretaries articles published in Seapeople and elsewhere.At the 'Summer Meet' both Saturdays racing and Sundays 'Admiral Sail' were characterised by even more informality (some said chaos) than your organisers intended, but everyone seemed to be having fun, and most of the boats at the meet joined in, so may be we ought not to try 'TOO' much harder.
Venues for '92' meets look good – plenty of scope for going aground and going backwards in the tide. In particular he was looking forward to combining our activities with MOCRA, some combined UK racing would be interesting. Finally if anybody had any comments,queries,or suggestions,or just felt like a natter please give him a ring– c/o 0752 229938.

Tim Forrester (Cruising) Reported 1991 was a very successful PCA cruising year. The UK summer meet in Plymouth attracted 15+ boats, a feat which cannot be equalled by many cruising yacht associations. Special mention goes to the long distance travelled by Tom McCarrick and Jim Chapman who sailed around from the East Coast having already organised their own get together in May. The subsequent cruise in company naturally devolved into several splinter groups who regrouped and peeled off at various stages and in various ports and pubs. This year Poole is proposed for the UK summer meet.(See further details of summer meet in this issue ed.)

Buying and Selling Officer Malcolm Cox sent appologies for his non attendance and forwarded the following report.Over the last year there had remained a steady 30 or so boats on the register. 'Hitias' have featured for the first time.He thinks the only boats not to have appeared are the 'Maui' and the 'Ariki'. There is still the problem that he does not hear when a boat has been sold so it is difficult to know exactly how up to date the list is.

Because of the DATA PROTECTION ACT he has had to revise his response to initial enquiries and not send out a full list of boats available together with names and addresses.But does not think that this change will affect any serious buyer, and that he was happy to continue to run the Buying and Selling Register.

Editors Report. Andre Viljoen reiterated much of what has already been reported by Mike Wynn re. the financing of the Seapeople. The additional third Seapeople magazine per year would start this year with a Spring issue, which would contain no commercial advertising but include a current membership list, this AGM report, subscription renewal form, standing order form, etc. He also requested that members send in as many articles as possible, preferably in the form as requested in Decembers Seapeople.He also proposed that the annual subscription be revised to £10 for all.

Area Secretaries. There still seems to be a problem here, it is a thankless task as Keith Pearce had reported to us he had contacted over 40 members in his area but with very little results.At present the best action seems to be for those of like interest to band together and organise the events they want,and to send the details,as soon as they have made them,to the Seapeople to circulate to all other members.See events published else where in this publication.Many of which are organised by members in ths South West of England.

There then followed an ELECTION OF OFFICERS Results as follows:

There where no persons wanting to take on any of the office's and as all standing officers where happy to stand for the next year the officers where voted on block Proposed by Clive Hopkins Seconded by John Zalucki.

Chairman	Steve Turner
Secretary	Chris Sands
Editor	Andre Viljoen
Treasurer	Mike Wynn
Sailing Sec.(Cruising)	Tim Forrester
Sailing Sec.(Racing)	Dave Hender
Buying and Selling	Malcolm Cox

Co opted: MOCRA; Affiliation representatives Adrian Honeybill, Steve Turner and James Wharram.

A vote of thanks was then made to Adrian Honeybill and Mike Wynn who together with Andre Viljoen have made the publishing of our Seapeople possible at a greatly reduced cost, (and stopped the PCA going bust). By doing much of the magazine text and layout themselves and thus reducing the production costs.

Other Business

Andre's proposal of increasing the subscription costs to ten pounds for all was discussed by the meeting and after some debate,it was decided with the ever increasing costs of running the PCA and publishing three issues of the Seapeople it would be a good thing. Seconded by Mike Wynn passed by all at meeting.

There were discussions on proposed PCA event for 1992 and as well as the events as detailed on our PCA events as in this publication there was talk of other events being held in Brittany and the Baltic. These events are being thought about by UK members. How about some of you Non UK members organising events, we could come to? Thought was also given to trying to forward plan our events for 1993. Some criticism has been made of multihull organisations in the UK not forwarding any details of there proposed events to our national sailing body the RYA to be included in their 1992 events calander.(We had none organised by their publication date) we will try to do better next year and we propose to determine our 1993 UK venue for the summer meet as this years Meeting at Poole.
Discussion was also made of the time of the AGM and many members felt that the London Boat Show was now not the draw it used to be and that we should consider a meeting around the Southampton Boat Show which most members thought was for the PCA member a much better show. This might also tie in with MOCRA, our UK multihull association who have a dinner during the Southampton Show and who also have many PCA members.Members might also notice that we are this year producing some PCA events in conjunction with MOCRA. We feel as minority sailing organisations in the UK it is a good idea to promote multihull events to the biggest audiences possible, to which the meeting agreed to open any PCA event to any MOCRA member.

Presentation of Awards

Steve Turner presented awards to Jim Chapman for the best amateur built boat,and Tom McCarrick for the furthest distance sailed to the Summer meet.(This presented Steve with a problem as both Jim and Tom had come from the same creek but we found Tom's mooring was further up the creek than Jim's). Unfortunately neither Jim or Tom managed to get to the Meeting but their burgees have been forwarded on to them.The Imagine Multihull Plate was then presented to Alan Jewitt for winning the Tiki racing at the Summer Meet, with plaques for Tom McCarrick and Chris Sands for second and third places.

Bob Beggs once again briefed us on his next adventure he is entering the UK trans Alantic single handed race in his Tiki 26 sponsored by TDA * suggest you contact Scott for more details* (maybe through Steve Turner)

A vote of thanks to Chris Dunn for the use, once again of his splendid premises was unaminous and the meeting closed at 9.40 pm with the majority of those present continuing the festivities in a nearby pub.

POLYNESIAN CATAMARAN ASSOCIATION MEMBERSHIP LIST 1991-1992

Australia

P		Allen	125 St. Killian Street,	Bendigo,	Victoria 3550	Australia,	Tangaroa Mk 4
L		Bennett	27 Jones Street,	Highgate Hill,	Brisbane 4101,	Australia.	Pahi 31
J		Burn	26 Bridgeview Road,	Yarrawarrah,	N.S.W. 223	Australia	
C	R	Corbett	25 Saxon Street	Clifton Beach,,	Cairns 4879, QLD,	Australia	
A	B	Cummings	6 Melaleuca Court,	Weipa,	N.Q.	Australia 4874	Tangaroa
J		Doherty	c/o Numbulwar,	Homelands Council,	PMB 78 VIR Katherine	NT 0851 Australia	Tiki 21
C		Dyer	67 River Road,	East Devonport,	Tasmania 7310,	Australia	Oro mk 4
J		Hawken	P.O. Box 169,	Googee,	NSW 2034,	Australia,	Pahi 42
P		Hooper	1 Coorara Court,	Craigmore,	South Australia.		Pahi 26
K	R C	Lawson	PO Box 574,	Hornsby,	NSW 2077,	Australia	
M		Lowe	234 Whitehorse Road,	Balwyn,	Victoria 3103,	Australia	
M		Lowe	Unit 12,	14 Osbourne Avenue,	Glen Iris,	Victoria 3146	
I		Mills	15 John Batman Avenue,	Werrington,	N.S.W. 2747,	Australia.	
K		Mitchener	47 Miller Street,	Quarry Hill,	Bendigo 3550,	Victoria,	Hineamoa
C	R	Moon	102 Wallarah Road,	Gorokan	N.S.W. 2263	Australia	Tiki 26
H		Morschel	6 Rita Road,	Gorokan	N.S.W. 2263	Australia	Pahi 42
B		Rasmussen	11 Frazer Street,	Emerald Qld.,	Australia 4720.		Hitia 14
C		Reynolds	8 Karen Place,	Famlconbridge	NSW	Australia	Pahi 26
R		Rummery	42, McKinley Street,	Collie,	Western Australia,	Australia	
G		Ryan	c/o P.O. Repton 2454,	Australia,			Pahi 26
R		Warren	35 Crestview lace,	Wynn Vale,	South Australia, 5127	Australia	Tiki 26

Austria

E		Droessler	Kastner Str. 140,	A-6712 Thueringen,	Austria.		
H		Filips	Tainach 137,	A-9121 Tainach	Austria.		Tiki 21
H		Neureiter	Goethestrape 16,	A-8600 Bruck an der Mur,	Austria		
M		Palnstorfer	Wankhamerstr 16,	4800 Attnang,	Austria.		Tane Nui Hitia 14
G		Rozehnal	Ameisbachzeile 119,	123/4/10,	1160 Wein,	Austria.	Pahi 42
H		Schreiberhuber	4 Bohmerwalabo A 4100,	Ottensheim,	Austria.		
R		Wayland	Lodischgasse 5,	7053 Hornsrein,	Austria,		Tiki 21
G		Weingartner	Mohrstr 19/4,	A 5020 Salzburg,	Austria		
G		Winkler	Oldenburgg. 53	A-1232 Vienna,	Austria,		

Belgium

J	Grassart	Rue du Sclage 20,	B1470 Bousval,	Belguim.		
G	Hockley	Hulstbergstraat 11,	3078 Meerbeek,	Belgium		
L	Janssen	Rue Fernand Danhaive 6,	B - 5002 Saint Servais,	Belgium		
L	Jonckers	Koningin Astridlaan 46	3010 Kessel 10,	Belgium.		Tiki 26

Brazil

H	Vollrath	Caixa postal 259,	89001 Blumenau,	Santa Catarina,	Brazil	Tiki 21

Brunei

P & A	Kebble	Cfbt Level 2 Desa Comp-	lex, Spg 6,	Jnl Batu Bersurat,Jln G-	adong Bandar Seri Begaw-	

Canada

D	Absalom	62 Cassander Crescent,	Brampton,	Ontario, L6Z IZ2,	Canada.	Hitia 17
P J	Burden	RR#2 Cornwall	Prince Edward Island,	Canada		Tiki 26
C	Emond	207 Route 138,	Ragueneau,	Quebec,	Canada GOH ISO	
M	Hamill	13 Deerlane Road,	S.E. Calgary,	Alberta,	Canada.	
U	Happe	62 Rue Carrier,	G6V 5N7	Quebec	Canada	Tiki 21
R	Leitner	2716-18 St N.W.,	Calgary, Alberta,	Canada T2m 3T8.	Canada.	
B	Shields	474 E 37th Avenue,	Vancouver,	BC V5WIE9,	Canada.	Pahi 26

Denmark

D	Bentzon	Kulagervej 19,	4653 Karise,	Denmark		
T	Bo Hansen	Sogardsvej 4 A ST TV,	2820 Gentofte,	Denmark		Tiki 26
E	Damgarard Isaack	Rybakkevej 5,	DK 2791 Dragor,	Denmark		
F	Hansen	Aegirsgade 22 St Th 2200	Kobenhaven N,	Denmark.		
P	Pedersen	Fenstenvey 42,	8300 Odder,	Denmark		

Eire

	Douglas	University College Cork,	Cork,	Eire.		Pahi 26
	O'Keeffi	Mellitontstown,	Kinsale,	Co Cork	Eire.	Tiki 21
	Quinn	16 Sycamore Park,	Finglas,	Dublin-11,	Eire	
H	Whyte	57 Ballytore Road,	Rathfarnham,	Dublin 14	Eire,	

Finland

A	Best Dunkley	Antti Korpin Tie 4C6,	00600 Helsinki,	Finland		Hitia 17
K	Kiviloto	Jokivaara,	03600 Karkkila,	Finland		
I	Murto	Sicmisfomtic 11,	01940 Palojoki,	Finland.		Tanenui

France

& D	Delorme	Neville 76460,	St. Valery en Caux,	France.		Tiki 21
	Deverin	06 allee des Griottes,	95160 Montmorency	France.		
G	Durand	17 Ohe,	28150 Viabou,	France,		Tiki 21
	Enperret	32390 Gavarret,	sAullouste,	France		Hitia 14
	Girard	Azac,	86350 Ussun du Bitou,	France.		Tiki 28
R	Horne	26 La Vigne Av Chat,	Sauverny,	F01220 Divonne Les Bains	France.	Tanenui
	Prat	Parcneal,	Louannec,	22700 Perros Guirec,	France	
D C	Zenoffe	SP 91513,	00241 Armees,	France		

Germany

	Beier	Ringstr 1,	5439 Girhenroth,	Germany		
	Benner	LutdenBurger Str 10,	2324 Kakoitl	Germany		Ariki
	Doms	Heinrichstr 77,	W 4330 Mulheim,	Ruhr,	Germany	Pahi 26
G	Flach	Gerhard-Rohlfs-Str 73,	D2820 Bremen 70,	Germany		
	Foltz	Huve 36,	D4000-Duesseldorf 13,	Germany		Tiki 26
	Kaseder	Rachertsfelden 2,	8201 Pillenhert,	Germany.		
	Krueger	Dorfstr 54,	2059 Hornstorf,	Elbe,	Germany	
	Rechenwald	c/o 5303 Bornheim,	Apostdpfad 31,	Germany.		Tiki 21
	Rhode	Sihrfcldstr 25	2800 Bremen 1	West Germany		Rhode
	Sauerborn	Dinnendahlstr 97,	D4300 Essen,	Germany.		
	Schoofs	Rumerberg 11,	8901 Todtenweis,	Germany.		
	Stengel	Fuchsbergstr 40 A,	2856 Wulsbuettel 4,	Germany.		
	Stiftinger	Herbert Str 6,	D-1000 Berlin 62,	Germany		
	Strover	AM Knorren 1,	D-2860 Osterholz-Scharm-	beck,	Germany.	
	Vogal	Fechnerstr 3,	D-1000 Berlin 31,	Germany.		
	Waldow	Hachenbroicher Str 147,	D5000,	Koln 71,	Germany.	
	Wedel	Kohlerstr. 37a,	1000 Berlin 45,	Germany.		
J	Young	Wharram Build Germany,	Schwabacher Str 15,	8542 Roth 1,	Germany	Hitia 17

Hong Kong

	Ford	PO BOX 179,	Sai Kung Post Office,	New Territories,	Hong Kong,	
	Spink	c/o The British Council,	255 Hennessy Road,	Wanscai,	Hong Kong.	Tanenui

Italy

	Bianchedi	Via G Venturi,1,	40050 Montespietro,	Bologna,	Italy.	Hinemoa
	Desideri	Via Simeto 35,	00198 Roma,	Italy.		Tiki 21
	Guidi	via To Lavreti 14,	40139 Bologna	Italy		Tiki 26
	Segni	Via.G Vaccari 3,	00194 Roma,	Italy.		

Japan

J B	Osbourne	PSC 560 Box 1219,	Torii Station,	Okinawa,	Japan.	

Mexico

P	Piper	Apt.6 12 Fovisste,	Oaxaca,	OAX CP68021,	Mexico	Tiki 21

Netherland

G	Janssen	Leopoldhove 159,	Zoetermeer 2726 CW,	Netherlands.		Pahi 42
L	Jansen	Cristiaande Wetstr 15,	6413 NS,	Netherland		
AFCE	de Wert	H.R.Holststraat 91,	3131 WH Vlaardingen,	Netherlands.		
T	Atse de Zee	Wederik 73,	8446 AA,	Heerenveen,	Netherlands	Pahi 42
P	Geserick	Finnmark 1,	3831 Je Leusden	Netherlands,		
H	Schoenmakes	Kioosterveenwey 12g,	9561 AV Ter Apel,	Netherlands,		Tiki 21
H F	van't Wout	Rembrandtlaan 48,	4907 NP Oosterhout,	Netherlands.		Hitia 14

New Zealand

D	Brazier	63 Pohutukana Avenue,	Howick,	Auckland,	New Zealand,	Narai
A	Gieseg	490 Herbert Street,	Invercargill,	New Zealand,		Pahi 42
M	Malone	39 Maritime Terrace,	Birkenhead,	Auckland,	New Zealand.	Pahi 26
C	Wrigglesworth	46 Dryden Street,	Grey Lynn,	Auckland,	New Zealand	

Norway

S	Kiaerran	Paul Bantsensgt 25B,	3190 Horten	Norway		
H	Oey	Postboks 527	N-4371 Egersund,	Norway.		
S	Westerheim	Noesteveien 57,	N-3010 Drammen,	Norway,		Tiki 21

Oman

T	Hammon	Naval Headquaters,	P.O. Box 1723,	CPO Seels,	Oman	Tiki 26/Hitia 14
J	Wilkie	P.O. Box 1041,	Seeb Airport	Sultanate of Oman.		Pahi 42

Philippines

A	Eckerwall	Goetronics AB,	P.O. Box 7060,	ADC-NAIA Pasay City, MM,	Philippines.	
G	Leister	U.N. Chiropractic Ctr.,	6th. Floor,Phy. Tower,	533 U.N. Avenue,	Ermita, Manila	

Singapore

M	Cox	Rodray Drilling Co.	Robina House,	Smenton Way,	Singapore.	Tiki 31

South Africa

A	Carr	7 Links Road,	Rondebosch	Cape Town,	South Africa 7700.	Tiki 26
L	Moorcroft	P.O. Box 33046,	Montclair,	Durban 4061,	South Africa.	Narai Mk 4
N	Vander Westhuizen	P.O. Box 7609,	East London, 5200	South Africa.		

Spain

K	Michael Hall	Garraf 12 B32,	Creu d' Aregall,	08757 Corbera, Barcelona Spain.		

Sweden

F	Goran	Skaneg 76 V,	S-116 37 Stockholm,	Sweden.		Pahi 42
B	Karlsson	Sjobo 6747,	s 43496 Kungsbacka,	Sweden		Lenegevin cat
C G	Mikaelsson	Fleminggatan 11,	11226 Stockholm,	Sweden.		Tangaroa mk 1

Switzerland

M	Dreischl,	Rte De Chaumonth 14	CH-1786 Sugiez	Switzerland		Hitia 14
T	Muller	Hasel Weg 7,	CH 5012 Sconenwerd,	Switzerland		Hitia 14,17 Tiki

UK

R T	Adams	20 Riverside Park,	Satchell Lane,	Hamble,	Hampshire.	Pahi 26
T	Adams	18 Wake Green Road,	Mosley	Birmingham		Pahi 26
P H	Aldous	5 Sunnybank Court,	Guilbert Road,	Swanage,	Dorset.	Tiki 21
K	Allen	36 Maytham Road,	Rolvendenlayne,	Cranbrook,	Kent.	
V H J	Anderson	8 Linhay Close,	Tregrehan Mills,	St. Austell,	Cornwall.	Tiki 21
A E	Armston	Highfield,	10 Gilpin Hill,	Sway, Nr. Lymington,	Hants.	Taneue
J	Ashbury	76 Manchester Road,	Chaple-en-le-Frith,	Via. Stockport,	Cheshire,	Hina
J & G	Atkinson	12 Spenburn,	Highspen,	Rowlands Gill,	Tyne & Wear,	
M	Attenburrow	4 Welch Close,	Mutford,	Beccles,	Suffolk.	Tiki 26
P	Bailey	12 Kilmaine Road,	Dovecourt,	Harwich,	Essex.	
J	Bainbridge	83 Buxton Road,	Weymouth,	Dorset,		
W	Bains	55 Hickley Road,	Earl Shilton,	Leicestershire,		
F C	Ball	1 Whitehall Farm Lane,	Virginia Water,	Surrey.		
S	Band	Middle Farm,	Slaley Hexham,	Northumberland,		Tanenui
I	Barlow	Railway Cottage,	Quarry Street,	St. Germans,	Cornwall.	
D	Bates	24 Barwell Way,	The Grove,	Witham,	Essex,	Tiki 21
J S	Bee	50 Gloucester Road,	Rudgeway,	Bristol,		
R	Beggs	7(Sphinx) Cdo.Bty.,	RM Condor,	Arbroath,	Scotland.	Tiki 26
G	Bell	Top House Farm,	West Lane,	Burn,	Selby.	
L J	Bennellick	1 South Molton Street,	Chumleigh,	North Devon.		Pahi 42
T J	Benson	19 Oliver Lane,	Marsden,	Huddersfield,	Yorks.	
M J	Berryman	34 Hornford Way,	Romford,	Essex.		
N	Bignell	59 Ringstone Crescent,	Nelson	Lancashire,		
C	Birch	Neven,	Newport,	Dyfed,		
R G	Blake	Nixton,	Lantegloss-by-Fowey,	Cornwall.		
P H	Blousfield	Hillbrook Middlewood,	Nr. Lanceston,	Cornwall,		
J	Bowden	9 Capel Close,	Kingsgate,	Broadstairs,	Kent,	Hina
W S	Broadley	2 Fairway Close,	Berrow,	Burnham on Sea,	Somerset,	
D	Brooman	11 Abbey Court,	Woolton,	Liverpool.21		
J	Burns	Canon Frome Court,	Nr. Ledbury,	Herefordshire.		
R	Burton	28 Horseshoe Bend,	Paignton,	Devon.		
R	Butterfield	Hedge Log Corner,	Wrageholme Road,	Grainthorpe,	Louth,	
F	Cammidge	Middleway,	5 Bobert Street,	Williton,	Taunton,	Tangaroa
A	Carpenter	5 Clifts Buildings,	Frome,	Somerset.		
F	Carr	6 Marine Terrace,	Cromarty,	Rosshire,	Scotland IVII 8YN	
N	Carrivick	c/o Waverley Bondley,	Nr. Ashburton,	Devon.		Tangaroa
P	Carter	4 Chadel Lane,	Barton Bendish,	Norfolk.		Pahi 31
P F &M	Castle	The Old School House,	Linwood,	Lincs.		Narai Tri
J	Chapman	Marden Hill,	Hertford,			
J	Chapman	19 Pentley Park,	Welwyn Garden City,	Hertfordshire.		Tiki 26
P	Cobb	7, Cross Park,	Sherwell,	Nr. Barnstable,	N. Devon	
M J	Cookson	19 Maylands Grove,	Barrow-in-Furness,	Cumbria.		Pahi 31 Tiki 31
M J	Cookson	19 Maylands Grove,	Barrow-in-Furness,	Cumbria,		Raka
M	Cox	6 Weeton Terrace,	Weeton,	Leeds.		Raka
B	Crawley	5 Greyladies,	School Road,	Old Burlesdon,	Hampshire.	

R	Cross	Luna Cat One,	c/o.Fosse Quay.	Millbrook,Nr. Torpoint,	Cornwall.	
D	Skelhon	c/o The Multihull Ctr.,	Foss Quay,	Millbrook,	Nr. Torpoint,	Tiki 26
M	Davis	27 Wokingham Road,	Crowthorne,	Berks.		
T	Deacon	80 Gordon Avenue,	Portswood,	Southampton,		Hitia 17
P	Deakin	57 Meadow View,	Potterspurt,	Towcester,		
M	Douglas	94 Paston Lane,	Paston,	Peterborough.		Hinemoa
R	Dove	Bayview,	Jemimaville,	Dingwall,	Ross-shire	Tiki 26
P M	Dover	Brackenleigh,	Brackenlands,	Wigton,	Cumbria.	Hitia
R	Dryden	90 The Crescent,	Southwick,	Brighton,	Sussex,	
I	Dunmore	2 Church View Close,	Melton,	Woodbridge,	Suffolk.	
C	Dunn	26 Augustus Close,	Brentford Dock,	Brentford,	Middlesex.	Oro
R	Dunstan	c/o No 3 Falmouth Cresc-	ent, Normanton,	Nr. Wakefield,	West Yorkshire.	
R	Dunstan	20 Walker Street,	Ravensthorpe,	Dewsbury,	W. Yorkshire.	
H	Eaglesfield	Craigart Rogart,	Sutherland,			
D	Earman	4 Bourne Rise,	Collinebourne Ducis,	Marlborough,	Wiltshire,	
J	Elliott	2 Helston Court,	West Denton Park,	Newcastle upon Tyne,		Tangaroa
R	Evans	Mizpah Cottage,	Albion Row,	Carharrack,	Redrouth,	Tiki 21
J	Farrimond	19 Ash Grove,	Orrell,	Nr. Wigan,	Lancs.	Tiki 31
R	Fautley	9 Lynton Road,	Thorpe Bay,	Essex,		Tiki 21
M J	Field	The Beeches,	Dalton Lane,	Halsham,	Hull,	Tiki 21
A	Fielding	25 Hawthorns,	Leigh-on-Sea,	Essex		Tiki 26
M	Fielding	51 Cheriton Road,	Winchester,	Hampshire,		
G	Fleming	27 Crawthorne Crescent,	Deighton,	Huddersfield,	West Yorkshire,	
T	Forrester	Rose Egloss Cottage,	Budlake Water,	Falmouth,	Cornwall,	Tiki 26
G	Fox	6 Annes Court,	Southowram,	Halifax,	West Yorkshire,	Pahi 26
T	Francis	12 Spire Bank,	Nr. Lymington Spa,	Warwickshire,		
M	Gay	Cliff Cottage,	Green Lane,	Portreath,	Cornwall,	
R	Gerald	60 Central Drive,	Trevethin,	Pontypool,	Gwent.	Tangaroa
L	Gibbs	24 New Road,	Shoreham-by-Sea,	West Sussex,		Tane
D	Gillespie	16 Upland Road,	Scotstown,	Glasgow,		Hitia 14
J S	Gonco	Everleigh,	Post Office Road,	Little Plumstead,	Norwich,	Tehini
R J	Goode	92 Holland Road,	Maidstone,	Kent,		Tiki 26
M J	Goodgame	51 St Peter Court,	Broadstairs,	Kent		
M	Goodwin	57 Cheriton Road,	Tolworth,	Surrey,		Hitia 14
P A	Green	Tre Veln,	West Hill,	Wadebridge,	Cornwall.	
E	Griffiths	10 Brissenden Close,	Upnor,	Rochester,	Kent.	
S	Grimwood	18, St. Peters Close,	Daventry,	Northants,		Tiki 26
A	Hall	15 Southlands,	Hexham,	Northumberland,		Tanenui
K	Hallam	21 Delamere Avenue,	Manchester,			
K	Halsey	163 Old Ferry Road,	Saltash,	Cornwall.		Hitia
M E	Hardwick	15 Michael Field,	Forrest Row,	Sussex,		Tiki 21
J	Harris	Roehill Cottage,	Grange,	Nr. Keith,	Banffshire	
J	Head	Coinage Hall,	Helston,	Cornwall.		Tiki 21
C	Heath	17 De Redvers Road,	Lower Parkstone,	Poole,	Dorset.	Tiki 26
J	Heath	c/o 4 Chesterton Terrace	Kingston on Thames,	Surrey.		Tangaroa mk
J	Hefferman	Flat 1,	118 Shooters Hill Road,	Blackheath,	London.	
D	Hender	c/o 52 Whittington St.	Pennycomequick,	Plymouth,	Cornwall,	Tiki 26
F	Henley	1 Meadow Drive,	Flexbury,	Bude,	Cornwall.	
J	Hicken	129 Altway,	Aintree,	Liverpool		
M	Higham	The Old Rectory,	Great Wishford,	Nr. Salisbury,	Wiltshire.	Hinemoa
M	Higham	The Old Rectory,	Great Wishford,	Salisbury,	Wiltshire.	Hinemoa
R	Hill	93 Swains Lane,	London.			
J	Hilton	30 Lulworth Avenue,	Blackpool,			
M	Hinds	31 South Street,	Aldbourne,	Marlborough,	Wiltshire	
M	Hingham	The Old Rectory,	Great Wishford,	Salisbury,	Wiltshire,	Hinemoa
J	Hobbs	19 Tregwilym Close,	Rogerstong,	Gwent,	NP1 9DX	Pahi 31
M	Hogg	50 Osborne Road,	Warsash,	Hampshire		Tanenui
G	Holberton	St. Michael's Cottage,	The Street,	Plaxtol,	Kent.	Tiki 21
R	Holmes	15 Belmont Road,	Chandler Ford,	Eastleigh,	Hampshire.	
A	Honeybill	5 Tinsley Close,	Lower Earley,,	Reading,	Berkshire,	Hinemoa
P J	Hooker	1 Nursery End,	Whistley Green,	Hurst,	Twyford,	Pahi 31
P G	Hooker	15 Goodwood Rise,	Marlow Bottom,	Bucks.		Pahi 31
I	Hooper	7 Opal Close,	Beckton,	London,		
C	Hope	32 Monument Road,	Ayr,	KA7 2RL		Hitia 14
C	Hopkins	93 Hardenhuish Road,	Brislington,	Bristol.		Hinemoa
J	Hornby	Ashbrook,	17 Blind Lane,	Southwick,	Trowbridge.	Tangaroa mk
E J	Howard	23 Melbourne Road,	West Bridgeford,	Nottingham.		Tangaroa mk
J M	Hunt	7A Victoria Terrace,	Musselburgh,	Midlothian,		Narai mk 2
T	Hunt	17 Ellesmere Crescent,	Brackley,	Northants.		
W A	Hutton	92 Dodds Lane,	Maghull,	Nr. Liverpool,	Merseyside.	Hinemoa
D	Irving	c/o Queen Anns Battery-	Marina,	Plymouth,	Devon.	Narai
H	Jenkins	Robinwood,	Belmont Hill Caerleon,	Newport,	Gwent.	
A J	Jewitt	63 Waterside,	Kendal,	Cumbria		
S	Johns	1 Kellow Park	Polbathic,	Torpoint	Cornwall.	
E W	Johnson	9a Strode Crescent,	Sheerness,	Kent.		Tangaroa
S	Johnstone	5 Smith Street,	Lees,	Oldham.		
M	Kay	Elder Cot,	Perrian Downs,	Perranwell Station,	Truro,	
P	Kerin	c/o Poste Restante,	GPO Falmouth,	Cornwall,		
P	Le Maitre	23 Couture Close,	St. Peter Port,	Guernsey,	Channel Island.	Tiki 31
R & K	Lebon	Limes,	Benenden,	Cranbrook,	Kent.	Tiki 26
P	Lewis	1 Robins Road,	Hemel Hempstead,	Herts.		
S	Lockhart	1 Church View,	Upper Clatford,	Hants.		
G	Lovegrove	2 Spitfire Row,	St. Eval	Wadebridge,	Cornwall.	Tiki 26
K N	Mackenzie	116 Montrose Avenue,	Luton,	Bedfordshire,		Iroquois mk
I	Macpherson	26 Old Church Street,	London			Tiki 26
B	Maher	The Old School,	Derryharney,	Lisbellow,	Co. Fermanagh,	
E S	Manger	10 Milton Street,	Balderton,	Newark,	Notts.	Narai mk 4
M	Marsh	26 Bourton Road,	Buckingham	Bucks.		
G	Martin	30 Lower Cannon Road,	Newton Abbot	Devon.		Hinemoa
S	Martin	91 Privett Road,	Gosport,	Hampshire.		Tiki 21
T	McCarrick	60 Millfields,	Writtle,	Chelmsford,		Tiki 28
P A	McDonald	Crescent House Hotel,	18 Garden Crescent,	West Hoe,	Plymouth.	Tiki 21
M S	McDonald	12 Carn View Terrace,	Pendeen,	Cornwall.		Tiki 21
S	McDonash	8 Blakelaw Court,	Alnwick,	Northumberland.		Hinemoa
D	McGlinchy	Hazeldene Pren Gwyn,	Llandysul,	Dyfed,		Tiki 21
P	McGoldrick	34 East Road,	Langford,	Bedfordshire.		Tiki 21
J	McPhail	Hillside,	Hazelwood Avenue,	Bridge of Weir,	Scotland.	
R	Mckenzie	7A Avilhill,	Kilbirnie,	Ayreshire,	Scotland.	Hitia 14
RE	Meynell	1 Stainer House,	Ryan Close,	Kidbrooke,	London.	Tangaroa
D	Michener	Flat 5,	103 Palace Road,	Tulse Hill	London SW2 3LB	
D E	Millen	59 Crouch Caravan Park,	Pooles Lane,	Hullsbridge on Crouch,	Hockley,	Hinemoa
N	Mogg	8 Lower Terrace,	Ponsanooth,	Truro,	Cornwall.	Tainenui
M	Moody	Wildacre,	Cemetery Lane,	North Somercotes,	Lincolnshire	
R	Morgan	Pound House,	Payhembury,	Nr. Honiton,	Devon	O'Brian 26
M	Morris	25 Lower Cribden Avenue,	Rewtenstall,	Lancs.		
A R	Moyes	The Scaurs,	Worle,	Weston-Super-Mere,	Avon,	Tiki 31
J	Muir	1 Cedar Close,	The Elms,	Torksey,	Linconshire	Tiki 21
R	Nadin	Bishops House Lodge,	Bishops Road,	Cleeve,	Bristol.	

P J	Newman	34 Fraser Street,	Grimsby,	South Hnmberside,		
R	Northridge	Flat 2,	17 South Hill Park,	London		Tiki 26
W L C	Oneill	21 High Street,	Croughton,	Brackley,	Nort'hants,	Oro
P B	Overend	42 Kirby Drive,	Gleadless,	Sheffield,		Tiki 26
P M	Page	3 Portsview Gardens,	Portchester,	Hampshire,		
N	Parry	72 The Ridgeway,	Meols,	Wirral,		
K	Pearce	17, Oakdale Road,	Poole,	Dorset,		
T	Perridge	68a Tomnanurich Street,	Inverness,			Tiki 21
J	Phillimore,	Town Court Farm,	Bayham Road,	Tunbridge Wells,	Kent.	Tangaroa mk 1
M	Phillips	27 Butts Green Road,	Hornchurch,	Essex,		
A N	Poyner	Vine Cottage, Lower Road	Adgestone,	Sandown	I.O.W.	Pahi 31
R	Proctor	Coombe Quarry,	Keinton Mandeville,	Nr Somerton,	Somerset.	Tiki 21
R W N	Riley	Chasehouse,	Callis Court Road,	Broadstairs,	Kent.	
M C	Rochester	9 Rutger Place,	Plymouth,	Devon,		Hitia
G	Rogers	60 Central Drive,	Trevethin,	Pontypool,	Gwent.	Tangaroa
P	Ross	177 Union Street,	Middlesborough,	Cleveland,		
N	Runnels-Moss	38 Ullet Road,	Sefton Park,	Liverpool,	Merseyside.	Tangaroa
C	Sands	1 Chards Orchard,	Exeter Road,	Kennford,	Devon.	Tiki 26
M	Scarr	8 East Street,	Blackhall,	Hartlepool,	Cleveland,	
P	Scott	62, The Bramptons,	Shaw,	Swindon,		Tanenui
J	Smith	30 Garriochmill Road,	Lansdown,	Glasgow,		Pahi 31
D V	Smith	7 Clos Gorsfawr,	Grovesend,	Nr.Gorseinon,	Swansea,	Pahi 42
P	Smith	c/o	Foss Quay,	Millbrook,	Nr. Torpoint,	Nari mk 4
P	Smithson	57 High Street,	East Malling,	Kent.		
H	Spencer	5 Colebrook,	Ottershaw,	Chertsey,	Surrey.	
T J	Stanford	17 Shortheath Road,	Farnham,	Surrey		
J	Stockton	76 The Village,	Stockton-on-The-Forest,	York.		
S	Studden	1 Melville Road,	Ford,	Plymouth,	PL2 1PJ	Tangora mk 4
E	Studley	Woodbine Cottage,	Allonby,	Nr. Maryport,	Cumbria.	Tiki 26
A	Suddaby	The Saltings,	Shop Lane,	East Mersea,	Colchester,	
S	Swainson	395 Greystones Road,	Sheffield,			
N	Sweet	25 Nursery Close,	Shoreham-By-Sea,	West Sussex,		
A J	Syme	2 Cheriton Drive,	Ravenshead,	Nottingham,		
G	Tate	3 Devon Road,	South Darenth,	Dartford,	Kent.	Hitia 14
M J	Taylor	228 Basingstoke Road,	Reading,			
L G J	Taylor	21 High Street,	Colton,	Rugerlry,	Staffordshire,	
I	Thomas	137 Priory Street,	Carmarthen,	Dyfed,		
R M	Thorn	1 De Mowbray Way,	Lymington,	Hampshire.		
J M	Thornhill	Copperfields,	31 Balsall Street East,	Balsall Common,	Coventry,	Drascombe
W	Timkey	51 Grove Avenue,	Portchester,	Fareham,	Hampshire.	
R	Topham	37A Victoria Street,	Burnham-on-Sea,	Somerset,		Tangaroa Mk 1
J D	Tufnall	1 Astrid Close,	Hayling Island,	Hampshire,		Hinimoa
P	Tutton	6 Ashbarn Crescent,	Badger Farm,	Winchester,	Hampshire.	
M	Tyou	Treweath,	Trewennack,	Helston,	Cornwall.	Tiki 26
S	Tytherleigh	20 Duke Street,	Cullompton,	Devon		
I A	Ugur	Lower Stoke,	Rochester,	Kent,		Pahi 31
B	Vallance	12 Chestfield Close,	Rainham,	Gillingham,	Kent.	Hitia 17
J	Vasey	167 Dickens Lane,	Poynton,	Ches.,		Hitia 14
M R	Veale	24 Briarleas Gardens,	Cranham,	Upminster,	Essex.	
B	Vickers	Belmont Cottage,	Mont Neron,	St. Helier,	Jersey, Channel Islands.	
S	Vinden	1 Prospect Cottage,	Green Common Lane,	Woodburn Common,	High Wycombe,	
	Vishnudeva	c/o Creative Types,	17B High Street,	Glastonbury,	Somerset,	
D	Weinstock	92 Bradford Road,	Trowbridge,	Wiltshire,		
P	Weir	27 The Street,	Rustington,	West Sussex,		
D	Whartonbaumforf	Orchard Lodge,	Outgang Lane,	Pickering,	Yorkshire.	
R	White	Glan Morfa Bach,	Llanegryn,	Tywyn,	Gwynedd.	Tiki 21
A E	White	11 The Larches,	Newport,	Shropshire,		
S	Wilkinson	Tivoli Lodge,	6 Tivoli Road,	Cheltennam,		Tiki 28
S	Williams	Thornlea Fellows Lane,	Caergwrle,	Nr. Wrexham,	Clwyd.	
C	Wilson	c/o PMC Systems	Whitehill Lane,	Wootton Bassett,	Wilts.	
B	Wilson	29 Elgin Avenue,	Garswood,	Wigan,	Lancashire,	Tangaroa
R	Wolfenden	c/o 20 Lower Market St.	Penryn,	Cornwall.		Oro
P	Wood	14 Henders,	Stony Stratford,	Milton Keynes,	MK11 1RB	
M & A	Woods	c/o RG Woods	15 Adelaide Square,	Windsor,	Berkshire.	Narai
P	Woolnough	Tinkers Lea,	Trelill,	St.Kew,	Bodmin,	
S	Wright	2 Longis Road,	Alderney,	Channel Islands.		
M	Wynn	The Villa,	Wood Lane,	Scancliffe,	Chesterfield.	Tiki 21
A	Wynn	16 Horsey Road,	Rochester,			
D	Yard	Flower Cottage,	Elsdon Lane,	West Hill, Ottery St.-	Mary,	
J	Yates	13 Langton Road,	Worthing,	Sussex,		
R	Young	Curriers Farm,	Walton Road,	Great Ellingham,	Attleborough,	Tanenui
J P	Zalucki	Dairy Farm Cottage,	Rectory Hill,	East Bergholt,	Suffolk.	Tiki 21

USA

R	Childers	P.O. Box 1034,	Summerland Key,	FL 33042,	USA	Tiki 21
L	Ellis	4106 Oxhill Road,	Spring,	Texas 77388	USA	
R	Ellis	RT. 87 #384,	Columbia	CT 06237	USA	
R W	Frost	11987 Honey Hill Drive,	Grand Terrace,	Ca. 92324,	USA	Tiki 21
N	Gardner	2537 E126#h,	Cleveland,	Oh. 44120,	USA	Tiki 26
J	Goley	1101 E. Pecan # 124,	McAllen,	Texas 78502,	USA	
J G	Jones	3650 San Pedro Court,	Colorado Springs,	CO 80906,	USA	
J	Jones	3662 Trailbluff Pl,	Colorado Springs,	CO 80906,	USA	
T	Kearn	P.O. Box 5,	El Cerrito,	California 94530,	USA	Tiki 21
R	Kendall	P.O. Box 43,	Woodberry Forest,	VA 22989	USA	
C	Kors	P.O.Box 162,	Brinnon,	WA 98320,	USA	
T	Miliano	465 Avenida,	Del Norte,Sarasota,	FW. 34242	UAS	
J	Miller	Rt 3, Box 1095,	Gloucester,	VA 23051	USA	Narai mk 2
D	Morton	1011 Northoak Drive,	Walnut Creek,	California 94598-1319	USA	
F	Obst	2107 Ole River Road,	Stevens Point,	WI 54481	USA	Hina
J	Oed	5225 Palmeito Drive,	Melbourne Beach,	Florida 32951,	USA	Narai Mk 2
P A	Petrowski	92 Lake View Avenue,	Lynn,	Massachusetts, 01904	USA	Tanenui
R E	Phillips	1916 Pike Place #12,	Suite 100,	Seattle, WA 98101,	USA	Pahi 42
R	Phillips	2030 Saratoga Blvd.,	Corpus Christi,	TX 78415		Pahi 42
P	Powell	1742 Kerry Lane,	Santa Rosa,	CA 95403,	USA	
L	Shannon	Living Window,	P.O.Box 298,	Friday Harbour,	WA 98250 USA.	Tane

Uganda

C & A	Glennie	Unicef,	PO Box 7047,	Kampala,	Uganda.	Tiki 26

Zimbabwe

K A	Viewing	15 Jenkinson Road,	Chisipite,	Harare,	Zimbabwe.	Tangaroa mk 1

PCA MEETINGS

UK SUMMER MEET 1992
1 & 2 AUGUST
POOLE HARBOUR

Proposed Format: Saturday meet off Rockley Park approx 11.00 hrs for a social. When boats are assembled, sail off to suitable venue to be agreed on the day to suit weather conditions. Probably Shell Beach or Studland Bay. 14.00 hrs informal race for those interested (round Brownsea Island or similar). Sail around to meet back at Poole Harbour side of Shell Beach. (Should be a sandy beach with road access for those joining us by car) for a BBQ approx 19.00 hrs.

Sunday if weather conditions suit, sail to Christchurch Harbour or similar.

Following Monday – Friday (3–7 Aug). General sail around in company, Christchurch, Solent, Swanage etc.

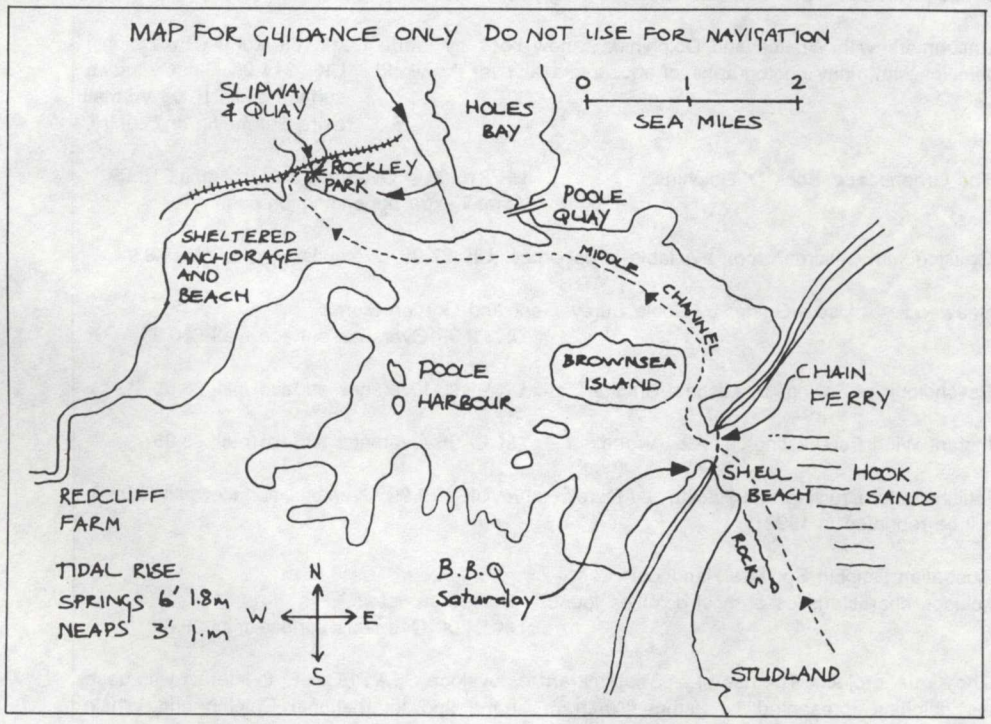
Mooring and launching facilities are available at ROCKLEY BOAT PARK LTD, 0202 665001, Mrs Neville. It would be advisable to contact them in good time as this time of year VERY busy.

Camping and caravaning facilities are available very near by. ing 0202 679393 as early as possible to avoid dissappointment all you camping trailer sailors.

Poole Harbour is a large sheltered area of water, very suitable for our kind of craft, and should make a very suitable venue for all the smaller craft, as well as the larger ones. Their seems to be little if any sailing restrictions in the harbour, but some landing restrictions in certain areas. Rockley Park has good access by road, launching and mooring facilities, camping and caravaning near by, shops, etc. We will be near springs, little tide to worry about (approx 5 ft). Studland Bay is sheltered to all but Easterly winds and should make a good venue for Saturday if the weather is suitable.

Please contact the Cruising Sec. Tim Forrester for further details:

Rose Eglos Cottage, Budock Water,
Falmouth, TR11 5BZ
Tel 0326 75087
Many thanks to club members Cyril Heath and Keith Pearce for researching the above information.



Combined PCA & MOCRA SPRING MEET

Location River Exe
June 13–14 1992(Sat–Sun)

Sat	12.00–18.00	Social meet off Starcross Yacht Club
Sun	9.00–12.00	BBQ at Starcsos s Yacht Club. Food organised at cost price, bring your own grog.

All are welcome, with or without boats.
Contact:
Chris Sands 1 Chards Orchard, Exeter Road, Kennford, Devon.

Tel: 0392 833258

Tide details	High Water
Sat. 05.56	18.25
Sun 06.52	19.15
(BST)	

Informal Summer meeting in Brittany

When – Saturday 8th August 1992

Where – Inner harbour Roscoff

Time – Lunchtime

Contact – Tim Forrester, tel at home 0326 75087 (address above) or meet Tim and crew of his TIKI 26 "Roobarb and Custard" at Roscoff.

EAST COAST WHITSUN MEET STARTING FRIDAY 22 MAY 1992

This year's get together is to be the golden shores of Brightlingsea.

A delightful fishing, boat building and holiday resort with good camping, fine hostelries and a wide public hard perfect for launching cats of all sizes. Safe and interesting sailing in the estuaries of the Colne and Blackwater. Builders , owners, sailors, and crew all welcome.

Contact John Zalucki on 0206 298874 for details.

– John adds that systems are all go for this meeting!

POLYNESIAN CATAMARAN ASSOCIATION PUBLICATIONS

Anthology of "Sea People/Sailorman" (Nos 1–4)	UK £3.00 Europe £3.50 Other Countries £4.00
"Sea People/Sailorman" Nos 6 7 9 10 11 12 13 14 15&16	UK £3.00 Europe £3.50 Other countries £4.00

Available either from the Secretary of the PCA or James Wharram Designs

Books Available – From James Wharram Designs, Greenbank Road, Devoran, Truro TR3 6PJ

"Encounters with Whales and Dolphins". A new book by Wade Doak, the sequel to "Dolphin Dolphin" with many photographs of encounters all over the world. UK £14.95 – Overseas surface mail £16.95. Airmail extra depending on country.

"The Greenpeace Book Of Dolphins" UK £16.99 – Overseas surface mail £18.99. Airmail extra depending on country

"Cruising with Children" soon available in paperback.UK £7.99 Overseas surface mail £8.99

"Seaweed – A Users Guide" by Sonia Surey–Gent and Gordon Morris
UK £9.95 Overseas surface mail £10.95

"Psychology of Sailing" by Michael Stadler UK £7.95 Overseas surface mail £8.95

"Instant Wind Forecasting" by Alan Watts UK £7.95 Overseas surface mail £8.95

"Multihulls for Cruising and Racing" by Derek HarveyUK £19.99 Overseas surface mail £20.99 Will be reprinted in 1992

"Australian Dolphin Spotters Handbook"
Includes characteristics of most dolphins found in European waters.
UK £4.00 Overseas surface mail £5.00

"The 'GAIA' project". The use of a 63'catamaran to develope SEA PEOPLE, to interact with deep sea dolphins (presented by James Wharram at the 2nd International Dolphin and Whale Conference in Australia in 1990) £2.50

FOR SALE

A pair of TIKI 31 hulls glassed and painted, contact Paul Cobb, 7 Cross Park, Shirwell, North Devon, EX31 4JP. Tel. 0271 850640. Paul's TIKI 31 is for sale as his PAHI 31 is just about ready for sailing – yes he is building 2 boats simultaneously. See Sea People 18 for more news from Paul.

TANGAROA MK IV OR NARAI MK IV WANTED

Plan to buy cash in 93, earlier if good opportunity. Contact J Grassart asap
Tel: Belgium, home,(3210) 611962/office, (322) 650 3714.

HINA FOR SALE

Built 1973 and sailed for 3–4 seasons over short distances. Stored on trailer in dry garage since. 22' sprit rigged, fully cascover sheathed. Built with cabin tops giving two 6' berths. Well equiped for weekend cruising. Needs general maintenance.
23' road trailer, specially constructed for easy launching of HINA.
Offers considered above £1000 min. for the two together. 3½ hp Yamaha O/B and Avon 'Redcrest' dinghy little used. Offers above £600 min.
Enquiries to:Michael Cowlin, 6 Summerfield Rise, Goring–on–Thames, Reading, BERKS RG8 0DS

MORE PCA EVENTS IN 1992

April	Sail/ social	Spring meet at Pandora Inn, Restronguet Creek, Falmouth at 12.00 25/04/92. Contact Tim Forrester for details
June	Supporting	Seeing Bob Beggs off on the single handed Trans–Atlantic Race in his TIKI 26. 07/06/92 RWYC Plymouth.

For any details of the above events or updates please contact: Chris Sands PCA Sec. 1 Chards Orchard, Exeter Road, Kennford, Devon, EX6 7TJ.
Tel:0392 833258

From Mike Moody, a request for information.

My partner and I are hoping to acquire (build or purchase) a TANGOROA MkIV in the near future. Once acquired, we intend to spend extended periods sailing in the Mediterranean. Before embarking on the venture we would appreciate seeing a partly/newly completed boat to judge the extent of the work required and to discuss this with someone who has already travelled this road.

Contact Mike at: Wildacre, Cemetary Road, North Somercotes, Lincolnshire LN11 7NR
Tel: 0507 358274

HITIA FOR SALE

17' Flying Proa. Aluminium mast, 3 sails (slab reefed main) Rigging as suggested by Russell Brown. Road trailer. £1000

Charles Birch, Sunnyside, Nevern, Newport, Dyfed SA42 0NF Tel: 0239 820864

TANGAROA MK I

Damaged by petrol explosion. Starboard hull unaffected, port hull badly damaged and waterlogged. Built in early 70s.
Project now abandoned due to ill health. Hulls and rig available for removal from Winters Marine for £500 (open to offers)

Tony Watson, Winters Marine, Lincombe, Salcombe, Devon TQ8 8NQ
Tel: 054884 3580

FOR SALE

Alloy masts and booms 33' and 23' and assorted gear stripped down TANGAROA. Contact Bill Tang, 38 Archer Rd, Ely, Cardiff, CF5 4FR

FRED & MILLY
SHEET 3
MILLY! THEY HAVE ARRIVED!
THIS IS THE BEGINING OF A NEW LIFE! THIS IS WHERE WE THROW OFF THE SHACKLES OF LAND BASED MENTALITY AND LAUNCH INTO THE REAL WORLD OF THE SEA PEOPLE
SHEET 4
BUT WHY IS EVERYONE NAKED IN THESE DRAWINGS?
THAT IS JUST THE POINT! FREEDOM! FREE FROM THE TRAPPINGS OF SOCIETY
OFF WITH THESE RESTRICTIVE COVERINGS THAT STIFLE CREATIVE EXPRESSION! WE ARE EMBARKING ON A VOYAGE OF SELF DISCOVERY.
SARONGS ALLOW FOR GREATER FREEDOM OF MOVEMENT
....BUT.... BUT THAT IS MY TABLE CLOTH FRED!
NOT ANYMORE MILLY MY LOVE.... YOUR HUMBLE TABLECLOTH HAS BECOME DESTINED FOR NOBLER USAGE
WHILST I AM STUDYING SHEET 1 MILLY, YOU CAN BEGIN TO SHED YOUR REPRESSIVE CLOTHING!
SHEET 1
..BUT WHAT SHALL I WEAR FRED? IT IS COLD, YOU KNOW
WEAR ONLY A SMILE MY LOVE
I AM NOT SURE IF I A READY FOR ALL THIS FREEDOM YET, FRED.
SEA PEOPLE PHILOSOPHY IS TOGETHERNESS— MAN AND HIS MATE... TIED TOGETHER AS THE HULLS OF A POLYCAT ARE... A... A
..A...A.
...AAH-TISHOO!
I SEE WHAT YOU MEAN FRED.
SNIFF
MOORCROFT
THE END

PCA OFFICERS 1992

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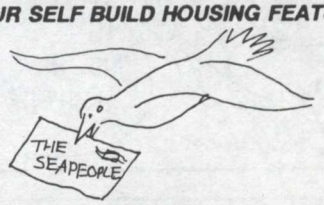
Buying and Selling:	Malcolm Cox	6 Weeton Terrace, Weeton, Leeds LS17 0BB

ARTICLES AND PHOTOGRAPHS

Articles, news, drawings and photographs please send to:
Sea People, 40 Silvester Road,
East Dulwich, London SE22 9PB, UK.
We are particularly interested in news from overseas members, trailer sailors, liveaboards, builders.
REMEMBER THE "THINK TANK" REFERED TO IN JIM'S COLUMN AND OUR SELF BUILD HOUSING FEATURE.



YOUR MEMBERSHIP RENEWAL IS NOW DUE

Membership renewal is now due (subscriptions run from April to April). Cut out and send the renewal form to PCA secretary Chris Sands (address on this page.)
Overseas members please note that we now accept foreign cash (notes) or sterling cheques (see also renewal form).

POLYNESIAN CATAMARAN ASSOCIATION

Time for renewals please! Please note the new subscription rates of £10 pa. Will members with standing orders please make out a new one this time. Thanks very much; it's a big help

NAME..... NAME OF BOAT.....
ADDRESS..... TYPE..... .....
..... MOORED AT.....
..... ORSTAGEOFBUILDING.....
CODE.....COUNTRY..... AMOUNT ENCLOSED.....

a) Changing small amounts of money is very expensive (£5 for a cheque). It would help if you could pay by a sterling cheque or cash. Any sort of cash is acceptable, but US Dollars, DM or French Francs make life easier.
b) Please make out cheques to "Polynesian Catamaran Association".
c) Please PRINT clearly.
d) Return to membership secretary, Polynesian Catamaran Association, 1 Chards Close, Exeter Rd, Kennford, Devon EX6 7TJ
e) UK members can now pay by standing order which reduces the cost of running the PCA considerably. If you are willing to pay by this method fill in the form below and send it to the membership secretary. Please ensure that we have the full address of your bank as we have to send the form to them.

STANDING ORDER MANDATE
To the Manager.....BANK
ADDRESS.....
.....
Please pay the sum of £.....(.....pounds) to the Polynesian Catamaran Association, Lloyds Bank, Southend on Sea, Essex, Branch 30-97-84 now and the sum of £10.00 (Ten pounds) on the 31st March each year until further notice.
NAME..... Account No.....
Address.....
.....
This order cancels and replaces all previous orders made by me in favour of the Polynesian Catamaran Association.

DATE.....SIGNED.....For the bank REFERENCE.....

PLEASE FORWARD or return to Chris Sands, Chards Orchard, Exeter Rd, Kennford, Exeter EX6 7TJ UK.